

Coast Guard

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THE HEARTLAND *Guardians*

LAMS

PG. 24



Out of the history books

Marvin Perrett, 81, World War II icon

Thursday, May 10, 2007, By Paul Purpura

Marvin Perrett, who as a teenager in the Coast Guard drove troops ashore during World War II amphibious invasions in New Orleans-built landing craft, died Sunday at his home in Metairie. He was 81.

Born in New Orleans on Sept. 17, 1925, Mr. Perrett was the adopted son of a World War I Army veteran and his wife. He attended Warren Easton High School. At age 17, he wanted to enlist in the Navy, but his father, who was wounded in the First World War, barred him from doing so.

A year later, he went to a Navy recruiter's office in downtown New Orleans, but the recruiter steered him to the Coast Guard. By nightfall, he had enlisted.

Widely known for wearing a replica Coast Guard combat uniform to tell his war stories to students and service members, Mr. Perrett made his last speaking appearance May 2, when he piloted a relic boat in Lake Pontchartrain near the Coast Guard station in Bucktown, where the duty room is named in his honor.

"He is just an absolute icon within the eyes of Coast Guard members, and he will truly be missed," said Capt. Frank Paskewich, captain of the Port of New Orleans and commander of Sector New Orleans. "Right up to his last few days, he was busy speaking about his experiences during World War II. We are blessed to be a part of his last week."

"Losing him was like losing a historical artifact," said Petty Officer 1st Class NyxoLyno Cangemi, who was befriended by Mr. Perrett three years ago. "It's a great loss, and it's a loss felt throughout our country, and throughout humanity. Marvin may be gone, but the story he shared with so many people throughout the world will live on forever."

Mr. Perrett was passionate about New Orleans. He authored and self-published two books on the city's history, "Nostalgia: Lifestyle of Old New Orleans," and "More Nostalgia."

He found that a missing piece of the city's history was a monument to industrialist Andrew Higgins, whose landing craft, widely known as Higgins boats, played a key role in the World War II amphibious invasions, said Mr. Perrett's daughter, Melissa Perrett Cook of Chicago.

Mr. Perrett said in a Coast Guard interview that as a young man he witnessed practice

beach landings in Higgins boats on Lake Pontchartrain.

"I thought, 'Boy, that looks pretty dangerous, I don't want any part of that,'" he said. "Wouldn't that just be my dumb luck. That was the exact assignment I received."

He participated in the June 6, 1944, D-Day invasion, launching his Higgins boat from the USS Bayfield about 2:30 a.m., about 12 miles off the Normandy coast.

In his first of two trips ashore that day, Mr. Perrett, an 18-year-old coxswain's mate second class, delivered 36 soldiers of the Army's 4th Division to Utah Beach, about 7 a.m. In his second trip, he safely delivered the 4th Division's commander, Maj. Gen. R.O. Barton, and the general's vehicle.

A month later, Mr. Perrett participated in the invasion of southern France, and then of Iwo Jima in February 1945. It was there that his Higgins boat sank, leaving him and his three crewmates briefly stranded on the beach. He later took part in the invasion of Okinawa.

"The students to this day would ask me, 'Well, Mr. Perrett, were you shot at?' I said, 'You're darn right we were shot at,' and what would happen, maybe like a city block from the beach I'd see out ahead of me the machine gun bullets hitting the water and cascading 10 feet high, and this is in front of me," Mr. Perrett said June 18, 2003, for a Coast Guard oral history program.

In June 2004, on the 60th anniversary of the D-Day invasion, Mr. Perrett was one of 100 World War II veterans from the United States invited by the French government to attend ceremonies in France. The French government awarded him its Knights of the Legion of Honor medal.

The Coast Guard also presented Mr. Perrett with its Distinguished Public Service Award, its highest civilian honor. He was made an honorary chief petty officer by the Chief Petty Officers Association chapter in New Orleans.

He donated his body for research at Tulane Medical School, a decision he often revealed to people with his usual humor, Cook said: "Oh, did you hear I'm going to Tulane?"

In addition to his daughter, he is survived by his son-in-law and two grandchildren.

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On The Cover The patch and coin of Sector Ohio Valley, proudly proclaim that they are the "Protector of the Heartland." — Page 18

Illustration by CG Magazine Staff



Homeland Security



BIRD OF PREY An MH-68A Stingray helicopter from Helicopter Interdiction Tactical Squadron in Jacksonville, Fla., maneuvers over a Coast Guard tactical training boat off Jacksonville, March 27. After the pilot maneuvers the helicopter into position, a gunner aboard the helicopter will simulate shooting out the engines of the boat. The tactical training boat is designed to mirror a high-speed drug smuggling boat used in the Eastern Pacific Ocean and Caribbean Sea. Aircrews from HITRON deploy aboard Coast Guard cutters to stop smugglers in known transit zones throughout the Pacific and the Caribbean. The armed helicopter interdiction unit has stopped 114 go-fasts since 1998, preventing more than \$8 billion worth of illegal narcotics from hitting U.S. streets.

Photo by PA1 Donnie Brzuska, PADET Mayport



SPRING BUOY RUN

The crew of the CGC Elderberry sets buoys marking the onset of spring and the upcoming recreational boating season in the Gastineau Channel, Alaska, March 22. The seasonal buoys mark potential hazards and aid boaters in navigation.

Photo by PA3 Eric Chandler, 17th Dist.



ALL COAST



▲ **On The Rocks** Passengers from the cruise ship Empress of the North are off-loaded onto the CGC Liberty and civilian vessels after running aground off Juneau, Alaska, May 14. The Liberty took on 130 of the 248 passengers before transferring them to the Alaska State Ferry Columbia, that later transported them back to the city of Juneau.

Photo by AMT2 Chris Caskey, Air Station Sitka, Alaska



▲ **Black-Tie Visit** A curious penguin checks out the CGC Polar Sea after the ship stopped briefly to host members of the National Science Foundation, March 15. The Polar Sea was in Antarctica as part of Operation Deep Freeze 2007, clearing a navigable channel for supply ships to get needed goods and equipment to personnel working at McMurdo Station.

Photo by PA3 Kevin Neff, 11th Dist.



▲ **A Daughter's Love** Autumn Fairall, 10, clutches her father, ET1 Martin Fairall, tightly upon return of the CGC Midgett to Coast Guard Sector Seattle, March 16. The Midgett returned after a six-month deployment overseas, where they conducted law enforcement operations in the Caribbean with the BOXER Expeditionary Strike Group.

Photo by PA3 Tara Molle, 13th Dist.

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Correction: The cover photo of Issue 2, 2007, had an incorrect photo credit and cutline. The photo was taken by PA2 Luke Pinneo, 1st Dist.



▲ **Wild Ride** Secretary of Homeland Security Michael Chertoff rides aboard this Coast Guard 47-foot motor lifeboat in heavy surf off Cape Disappointment, Wash., March 24.

Photo by Barry Bahler, Dept. of Homeland Security



◀ High Flying Event

Two Coast Guard HH-65C Dolphin helicopters from Air Station Miami fly over Stadium Court immediately following the opening ceremonies for the men's tennis championship match April 1 during the Sony Ericsson Open in Key Biscayne, Fla. More than 14,000 fans watched the 19-year-old Serbian Novak Djokovic become the youngest player in history to win the men's title.

Photo by PA1 Dana Warr, 7th Dist.

▶ Ice Cutters

CGC Katmai Bay and CGC Mobile Bay breaks out and escorts the ice bound Tug Michigan in the Makinaw Straits near Sault Ste. Marie, Mich., Feb. 7.

Photo by FS2 Daniel Punturo,
CGC Katmai Bay,
Sault Ste. Marie, Mich.



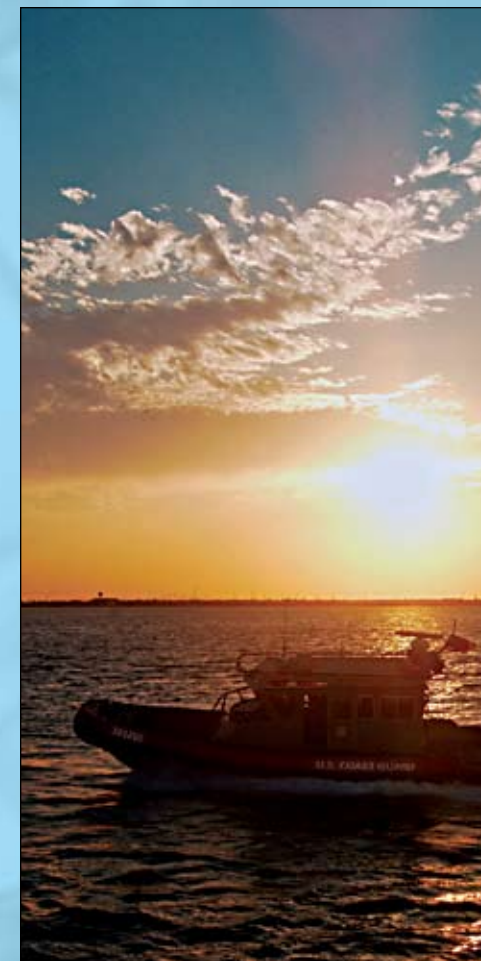
◀ **Drugs** BM2 Nathan Thomas, Law Enforcement Detachment 409 of TACLET South in Miami, muscles a 70-pound bale of pure cocaine to off-load it from the USS McInerney in Mayport, Fla., April 5. The USS McInerney had more than 30,000 pounds of cocaine from two separate busts in the Eastern Pacific Ocean.

Photo by PA2 Bobby Nash,
PADET Mayport.

▶ Sunset Ops

A 33-foot Special Purpose Craft - Law Enforcement boat from Coast Guard Station South Padre Island, Texas, speeds through the water during a training exercise, May 9. The station is equipped with these high-speed boats to help combat the flow of illegal narcotics into the U.S.

Photo by PA1 Adam Eggers,
PADET Houston



▲ Practiced Precision

Through a veil of rain, a Coast Guard boarding team moves swiftly during a training exercise in Boston Harbor April 27 aboard the commercial vessel, Spirit of Boston. Coast Guard members from the Maritime Safety and Security Team's of Boston and New Orleans participated in a week-long training exercise that ended with a training operation aboard the commercial vessel.

Photo by PA3 Etta Smith, 1st Dist.

Seasonal Switch

Story and photos by
PA3 Angelia Rorison, PADET New York

Dawn breaks and envelops the northern New Jersey shoreline with a golden glow on an early December morning as a boat crew from Aids to Navigation Team New York braves the bitter cold winds of the Shrewsbury River, N.J., embarking on their annual winter buoy change.

“The importance of the buoy change is for the mariner,” said BMCS Joseph Wright, officer in charge of ANT NY. “Most people don’t realize the damage ice can cause. They think, even I did, that ice just freezes and stays still, but in a channel, the ice moves with

the tide and waves.”

“The large chunks of ice push down the regular buoys under the water and damage the buoy and lighting equipment attached to it,” added Wright.

Seasonal buoy operations begin in different waterways at different times of the winter season. The dates are listed by local charts and light lists for each particular waterway.

The ANT began their mission in the Shrewsbury River for the 2007 season on Dec. 15, 2006.

They changed out 60 aids in three days, two days ahead of schedule.

Using the crane on their 49-foot Boat Utility Stern Loading vessel,

the crew lifts the foam buoys onto the deck guided by the directions of the buoy deck supervisor. The buoy deck crew then detaches the mooring gear and reattaches it to the new steel-hulled buoy. Once the new gear is secured, the winter buoy is released back into the water. These evolutions can be done swiftly by a veteran crew, which is why the process



▲ **HAMMER TIME** FN Ryan Stevenson from Aids to Navigation team New York releases the mooring gear from a foam lighted buoy during a seasonal buoy evolution in the Shrewsbury River, N.J., Dec. 12, 2006.

has been dubbed “clip and goes.”

The buoy deck can be a dangerous place and safety is a top priority.

“Teamwork is critical on the buoy deck during seasonal evolutions to ensure the job gets done and everyone goes home safe,” said BM2 Joshua Namowitz.

The camaraderie and close-knit bond that develops between the buoy deck crew makes this one of the most gratifying and fun jobs in the service, said Namowitz.

Spring will come and bring warm weather, sunshine, fresh foliage and the switch from steel-hulled buoys to lighted foam buoys. ANT NY will then again “clip and go” throughout the waterways of NY and NJ, ensuring properly marked channels and safe travel for mariners. 6

◀ **READY ON DECK** BM3 John Hemphill (right), FN Tim Johnson and FN Ryan Stevenson from Aids to Navigation team New York lift a foam lighted buoy out of the water during a seasonal buoy evolution in the Shrewsbury River, N.J., Dec. 12, 2006.

RUNNING THE SHOW BM3 John Hemphill calls commands and gives hand signals for the crane operator during a seasonal buoy evolution in the Shrewsbury River, N.J., Dec. 12, 2006.



Kanawha Kruisin'

Story and photos by PA3 Thomas Blue, 8th Dist.

A RIVER FOR A ROAD The CCG Kanawha pushes through fog near Pine Bluff, Ark., in December. The 75-foot river tender is one of 16 Eighth District inland river tenders and covers more than 150 miles of the Arkansas, White and Mississippi river systems.



Unpredictability keeps inland tender at the top of its game

The fog lifts and visibility increases. The diesel engines knock and the deck department crew are busy preparing for the trip's work. With one sound of the ship's whistle, the CGC Kanawha leaves its homeport of Pine Bluff, Ark., and steams down the Arkansas River toward the "Mighty" Mississippi.

The Kanawha is one of 16 Coast Guard inland river tenders responsible for maintaining the Western River's aids to navigation in the Eighth District.

"This 75-foot tender and 130-foot work barge and crane was commissioned into the fleet in 1969 and is still performing the job it was constructed for almost 40-years ago," said

BMCM Randy Merrick, the Kanawha's commanding officer. "We run this boat hard, and the crew maintains it so we can continue to do the job," he added.

The Kanawha's area of responsibility consists of more than 150 miles of river, spanning the Arkansas, White and Mississippi river systems.

Within the Kanawha's AOR,

the crew is responsible for servicing 425 floating navigational aids, and more than 90 shore aids, which the crew must brush cut around. Brush cutting is done to ensure the undergrowth does not grow above the beacons.

In addition to the annual servicing, the crew of the Kanawha also repositions the floating aids, as needed, to give commercial and recreational boaters the safest possible route to transit, explained BMC Charles Piland, the cutter's executive petty officer.

"In the summertime, the crew is constantly moving buoys to widen or narrow the channel so the buoys have the right amount of water under them," said Piland.

The river stages change on a daily basis. The command has an old but established formula used when setting buoys. The 10-day river stage forecast from the Army Corp of Engineers and the weather forecast from the National Weather Service are the determining factors on the placement of the buoys, Merrick explained.

The Mississippi River handles

more waterway traffic than any other river system in America. Billions of dollars of economic trade from around the world moves up and down the river each year. It is the job of the Kanawha, along with other inland river tenders in the Coast Guard's fleet, to ensure the aids to navigation beacons are in place and working properly.

"We have to ensure the buoys are on-station, to keep commercial traffic running smoothly up and down the Mississippi River," said Merrick. "If the buoys and markers aren't right, there could be a mess on the river."



▲ **MAINTENANCE MAVEN** DC2 Patrick Moran conducts underway maintenance aboard the CGC Kanawha. The 75-foot tender and 130-foot work barge and crane were commissioned into the fleet in 1969 and require constant attention from the engineering department to keep them mission ready.

► **TIP TOP** BM3 Jesse Biggers conducts annual service on a navigational aid on the White River in Arkansas in December. All navigational beacons along the White River are required to have annual service to ensure the lights and dayboards are working properly.



The Kanawha is not only a working cutter, but also a floating office for the command and crew.

"Underway, we are always working, said Merrick. "We're either setting and pulling buoys, training, working on qualification packages or conducting some type of maintenance."

The inland river tenders are old cutters and maintenance and repairs can accumulate. Routine rounds of the cutter keep the engineering department constantly working.

"We keep up with the maintenance the best we can," said MKC Jonathan Mills, the Kanawha's engineering petty officer. "We've been fortunate to not have major problems like some of the other boats have had. With such a small crew, there is a lot of opportunity for junior members to gain knowledge and understanding."

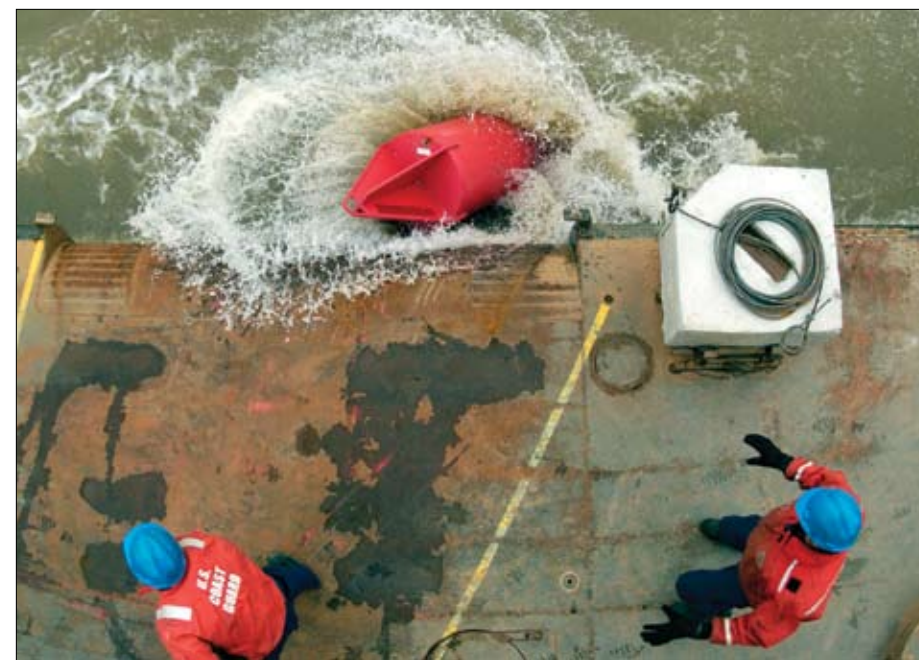
Along with maintenance and repairs, the crew must contend with the high temperatures of the summer. "The deck of the work barge can easily reach temperatures in an excess of 100 degrees Fahrenheit in the summertime," said Piland.

To be able to handle the extreme temperatures and the long hours on the deck, the Kanawha's crew must be in top physical condition.

"We have a stationary bike and a weight set, so we can work-out and stay in shape while underway," said DC2 Patrick Moran, the Kanawha's damage control specialist. "Since we are underway every other week, we try to have some of the same amenities as if we were in port."

No matter if it's servicing aids, conducting maintenance, training or staying in shape, the Kanawha's crew accomplishes all of this and still maintains aids to navigation on more than 150-miles of river.

"We're never in the papers, we just enjoy what we do," said Merrick. "The job satisfaction comes instantly, as soon as the day is over." G



◀ SPLISH SPLASH

Crewmembers aboard the CGC Kanawha release a drop board to set a buoy on the Mississippi River in December. The crew of the Kanawha is responsible for 425 floating navigational aids and more than 90 shore aids, which the crew must brush-cut around to ensure undergrowth does not grow above the beacons.

▼ **CLEAR VIEW** DC2 Patrick Moran pays close attention to a buoy evolution aboard the CGC Kanawha last December. Moran is one of 14 crewmembers who call the Kanawha home.



▲ **DOWNTIME** CGC Kanawha crewmembers enjoy a reprieve from working buoys last December. The Pine Bluff, Ark.-based inland river tender is underway every other week maintaining aids-to-navigation on 150 miles of river.



► HOLDING ON TIGHT

BM2 Scott Lussier, the deck supervisor aboard the CGC Kanawha, secures a range tower base to the deck of the work barge on the White River in December. Range towers are one type of the 98 shore aids Kanawha crewmembers maintain.



Buoy Tender Lights Up Channel In A Whole New Way

Story and photos by PA3 Annie Berlin, PADET New York

BM2 Greg Shriver carefully steps up onto the chain, then onto the lower bars at the base of the buoy before hauling himself up to the top.

Even though he is wearing a safety harness and has climbed buoys like this many times, he is still cautious when he climbs up to change out a lamp or repair a solar panel.

Shriver, who is an aids to navigation technician, is installing one of the first of many light emitting diode units that the Coast Guard is beginning to implement throughout the nation. Program managers at Coast Guard Headquarters say that by 2008, 50 percent of incandescent lights on buoys will be replaced with self-contained LED lanterns.

The LEDs have many benefits both to the mariner and the crew responsible for maintaining the navigational aids.

The new LED lanterns are compact units installed on the tops of buoys

strategically placed to create a safe channel for mariners. They are a much more efficient alternative to their aged counterpart, which has a solar panel on top and a large battery in a compartment at the base of the buoy.

"One of the main advantages of the LED is that it is totally self contained," said Lt. Cmdr. Rick Wester, commanding officer of the CGC Juniper, a 225-foot buoy tender homeported in Newport, R.I. Wester and the Juniper crew visited New York Harbor recently and replaced the old buoy setup with LEDs. "This will allow us to weld shut battery pockets on buoys," continued Wester. "With the current configuration, battery pockets can flood, extinguishing the light and requiring maintenance."

Although the price of an LED is comparable to traditional incandescent lights, program managers believe that the reduction in required maintenance will save the Coast Guard money in the long run.

The old incandescent panel installation process

was much more technical and complicated, not an easy task when balancing close to 30 feet in the air atop a buoy.

"It's an awkward place to work because you don't have much room," said Shriver. "You find yourself getting into all these little awkward positions. Most of the time you have to get two people up there, which can get tricky."


Although climbing to the top of a buoy will still provide its own obstacles, the new LED will be easier to install and will require less time and equipment.

"With the LED, you take it out of the box, grab a remote and you program it. It's just this little unique package that has everything right there in this little box," Shriver added.

Working on a buoy deck is hard work. During a typical day, the deck crew musters at 7 a.m. to hear a safety brief and then go to work. The crew uses a large crane

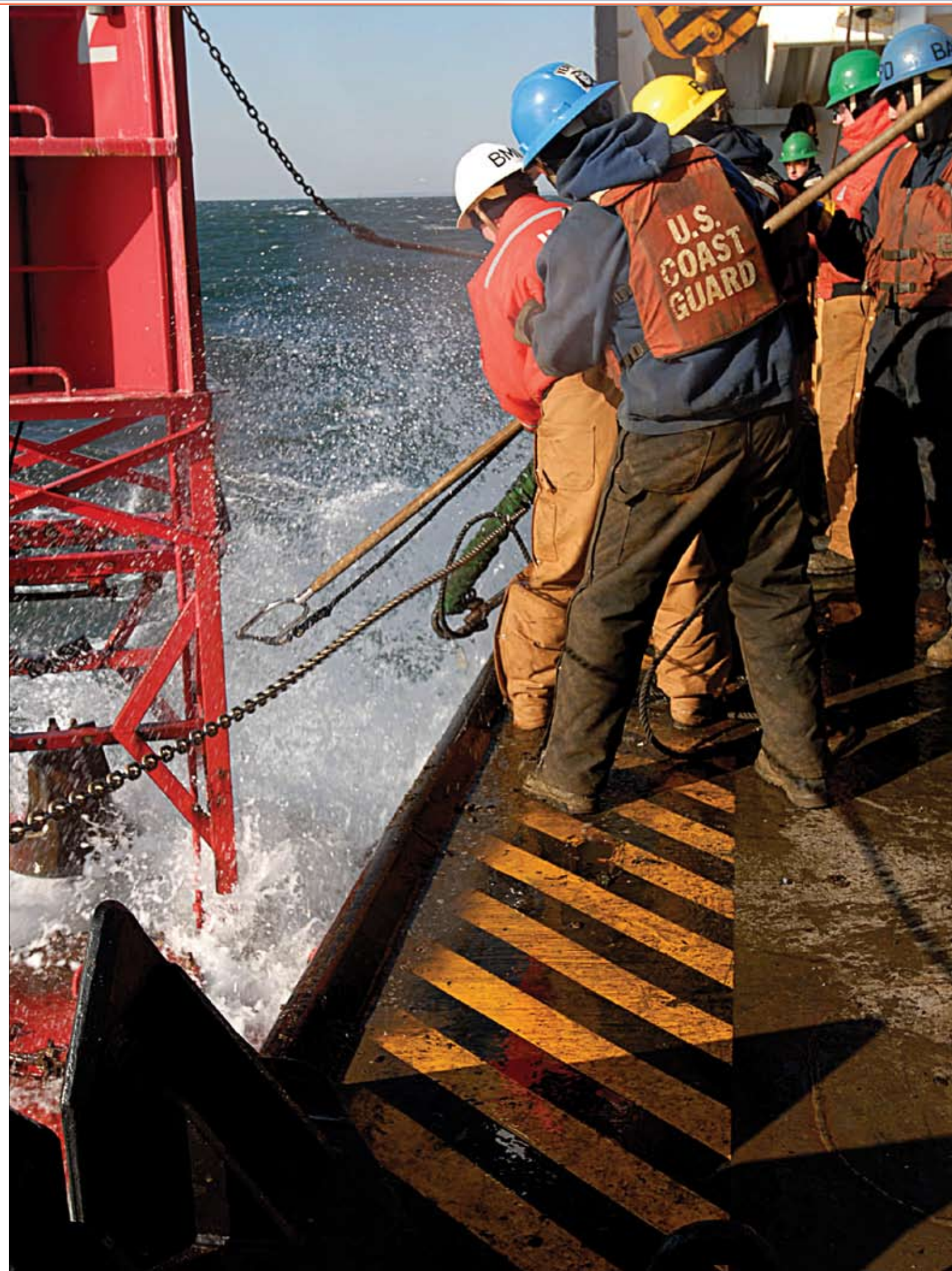
**BM2 Greg Shriver,
CGC Juniper**

to hoist the heavy buoy onto the deck. They secure it down tight to the deck, scrape a year's worth of barnacles off the sides and then do maintenance. Except for meal breaks and the short transit time between buoys, the crew works non-stop until sunset hauling in buoys from their watching spots along the channel. Thanks to the new LEDs, the crews with one of the hardest, most physically demanding jobs in the Coast Guard now have it a little easier.

"Our workload is definitely going to be lighter. The amount of buoys we'll have to work is the same, but the LED lanterns make the maintenance easier," added BMC Kat McSweeney, a supervisor on the buoy deck of the Juniper. 

► **BUOY BASH** The deck crew on the CGC Juniper prepare to bring a buoy onboard for maintenance in the Sandy Hook Channel in New Jersey on Dec. 7, 2006.

"You find yourself getting into all these little awkward positions. Most of the time you have to get two people up there, which can get tricky."



THE HEARTLAND

Guardians

Story by PA3 Thomas Blue, 8th Dist.

One of the most common misperceptions pertaining to the Coast Guard is just that...“coast” guard. On the contrary, as the oldest, continuous sea-going service in the U.S., the Coast Guard is responsible for a lot more than just protecting the U.S. coastline, just ask anyone from Coast Guard Sector Ohio Valley.

Homeland security, search and rescue, environmental protection, port and waterway security, industrial facility inspections, maintaining aids to navigation and enforcement of laws do not stop at the coast, but extend inward throughout the U.S.

From the sector's office located in downtown Louisville, Ky., the strategic mission objectives and the responsibilities of Sector Ohio Valley cover nine states, 11 rivers, 29 lakes, 210 dams, 8,000 miles of navigable waterways and 84 navigational locks.

One of three sectors located in America's Heartland, SOHV's borders range from the eastern portion of Missouri to the southwestern corner of Pennsylvania and from the northern point of Alabama to Ohio.

Protecting commerce throughout the eastern portion of the Western River System is one of the largest responsibilities of Sector Ohio Valley.

“Through completing our missions within the sector, we maintain a safe and efficient inland waterway system,” said Capt. John R. Bingaman, commanding officer of Sector Ohio Valley. “Maintaining the safe flow of commerce along the river system is a major part of what we do.”

The U.S. economic impact of the river system is measured at approximately \$45 billion annually and protecting that commerce is a task that requires regulating the waterways through enforcing laws and maintaining aids to navigation.

SOHV AT-A-GLANCE

- Military personnel: 465
- Headquarters: Louisville, Ky.
- Geographic Area: Nine States, 11 major rivers, 29 major lakes, 84 navigational locks, 8,000 miles of navigable waterways with 3,000 miles used commercially
- Economic interests protected: \$45 billion
- Units: Six inland buoy tenders, three marine safety units, two marine safety detachments, five shore-side support detachments, and 12 small boats
- Auxiliaries: 1,400

◀ **TALL SECURITY ORDER** GM2 Mike Sawicki from Marine Safety and Security Team, Galveston, Texas, assists local, state and federal law enforcement during the annual Tall Stacks riverboat festival on the Ohio River in Cincinnati in 2006.

Photo by PA2 Kelly Turner, USCGA



S e c t o r O h i o V a l l e y

Enforcing laws, conducting marine inspections, marine environmental response and conducting marine investigations are the missions of the more than 250 active-duty and 183 reserve members of the Marine Safety Units and Marine Safety Detachments stationed throughout the sector.

In addition to enforcing laws, Sector Ohio Valley protects the river system by maintaining aids to navigation and activating the Vessel Traffic System (VTS).

The crews of the six 65-foot and 75-foot inland river tenders placed throughout Kentucky, Tennessee and Pennsylvania perform maintenance on 5,620 aids to navigation located along 3,000 miles of navigable rivers.

The river tender's services include repairing and replacing navigational lights, ensuring buoys are in the correct position and brush-cutting around shore aids. This maintenance allows the river channels to remain open to transit and decreases the commercial towboats potential for running aground.

"This is hard, important work the crew performs," said BMCB Brian Williams, the officer in charge of the CGC Obion, a 65-foot inland river tender, homeported in Owensboro, Ky. "After one underway trip, the newest members on the cutter understand how important our job is... how important it is to keeping the river open to vessels."

The job of the VTS in Louisville is to monitor water levels and manage commercial vessel traffic in the Ohio River from mile marker 592 to 606. Surveillance of this stretch of river is done with the

▼ **COMM DECK** The CGC Obion, a 65-foot inland river tender homeported in Owensboro, Ky., prepares to moor along the riverbank in Louisville, Ky., April 19 to provide communication support for Sector Ohio Valley during the Thunder Over Louisville festivities. The Obion is one of six inland river tenders serving Sector Ohio Valley.



Photo by PA2 Myodivya Campari, 8th Dist.

▲ **CANINE CREWMAN** BM3 Alex Parrey disembarks from the Keystone Belle with his bomb-sniffing dog Sparky after they conducted a security sweep of the clipper ship. Parrey is a member of the Maritime Safety and Security Team 91108 canine unit, and was augmenting security forces during Major League Baseball All-Star Game events in Pittsburgh on July 11, 2006.



Photo by PA3 Thomas Blue, 8th Dist.

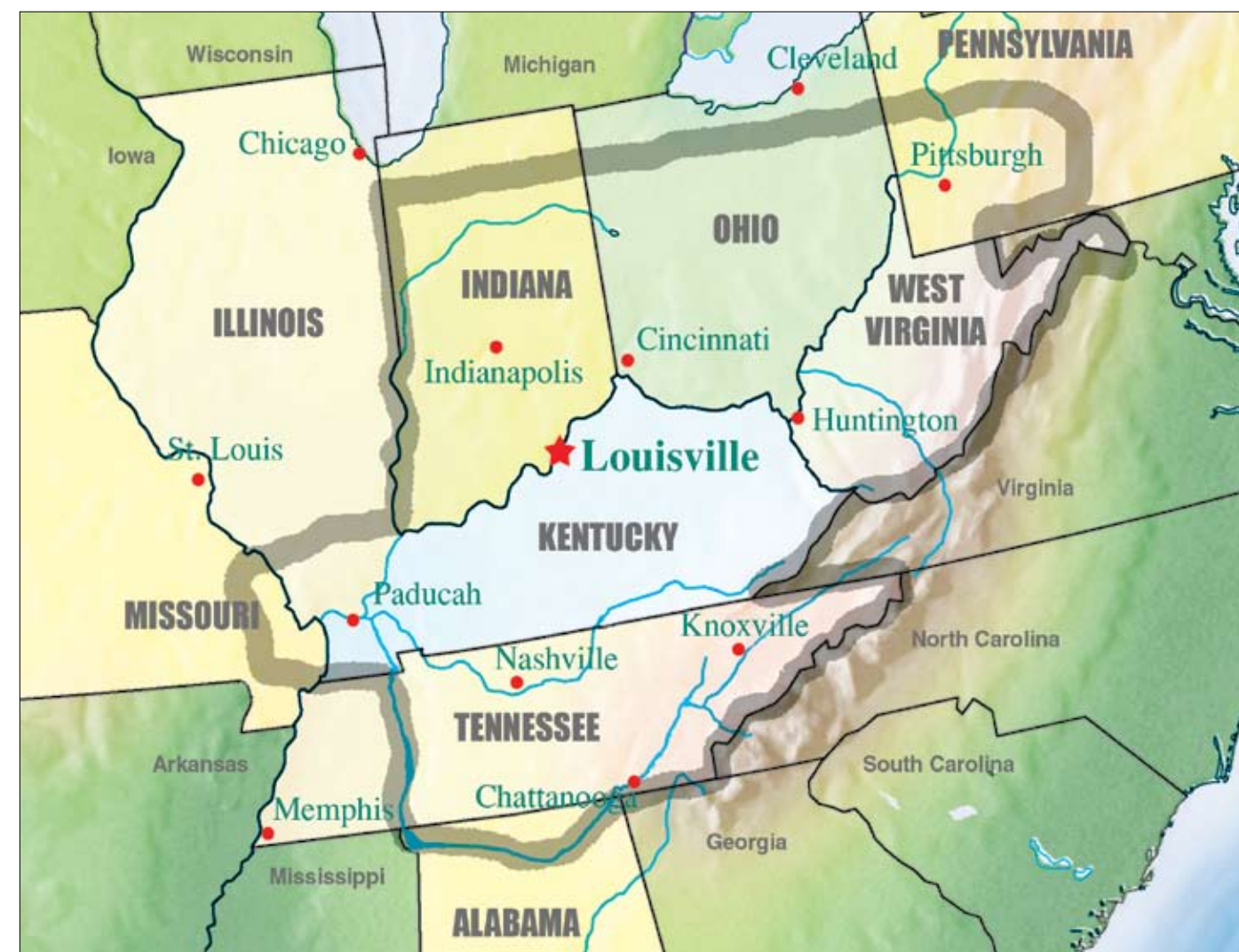


Illustration by PA1 Mike O'Brien, CG Magazine

▲ **HEARTLAND PROTECTORS** Sector Ohio Valley, headquartered in Louisville, Ky., encompasses nine states and more than 8,000 miles of navigable waterways. The 465 military personnel and more than 1,400 auxiliaries manage the full spectrum of Coast Guard missions along the "invisible coast."



Photo by PA3 Thomas Blue, 8th Dist.

▼ **A SAMPLE OF RESPONSIBILITY** A smallboat crew from Sector Ohio Valley gathers water soundings along the Ohio River near Louisville, Ky., during high water levels April 19. High and low river tables are one of the SOHV's concerns in ensuring a safe and efficient river system. Protecting commerce throughout the eastern portion of the Western River System is one of the largest responsibilities of Sector Ohio Valley. The nation's two largest inland ports (Huntington and Pittsburgh) are located here, and the total economic impact of the river system is measured at \$45 billion.



help of video cameras and by monitoring marine radio communications to receive the most updated information from vessels transiting the river.

Coordination between the Coast Guard VTS and the U.S. Army Corps of Engineers ensures that proper measures are taken to safely manage the flow of traffic through downtown Louisville and into McAlpine Locks.

“The activation of the VTS is extremely important when dealing with a hazardous, high-water environment because it helps ensure one-way traffic is maintained for vessels transiting into a restricted area that experiences strong currents and outdrafts,” Bingaman said.

Along with maintaining safe navigation on the river, Sector Ohio Valley personnel also assist local agencies with search and rescue response and participate in community relations events throughout the year.

Members of Sector Ohio Valley also participate in several community relations events by providing waterway safety zones and educating boaters on boating safety, given by the Coast Guard Auxiliary.

“The more than 1,400 auxiliary members play a key role in educating the public,” Bingaman said. “They are great educators on safe boating practices.”

A few of the community relations events include; River Fest Cincinnati, Tall Stacks, Thunder on the Ohio and Thunder Over Louisville, which is the largest fireworks display in North America.

“Sector Ohio Valley is an extremely busy place to be stationed,” said Bingaman. “We are constantly working to complete our missions and take pride in accomplishing them.”

Maritime security, maritime mobility, maritime safety, protection of natural resources and national defense are all missions of the Coast Guard, but these same missions are also carried out by members stationed throughout sectors like Sector Ohio Valley, which truly makes them “protectors of the heartland.”

► **MULTI-MISSION** (Top) Crews from Sector Ohio Valley provide waterway security during the Thunder Over Louisville fireworks display in 2006. Twelve Defender Class small boats in six locations provide quick response to maritime emergencies and assist local and state agencies with search and rescue cases. (Right) One of 21 Disaster Assistance Response Team boatcrews from SOHV help a Hurricane Katrina victim jump to dry land after the DART rescued him from his flooded New Orleans home on Sept. 6, 2005.



Photo by P33 James Hairless 8th Dist.



Photo by P33 Robert Reed 8th Dist.

UNIT SPOTLIGHT

MSU Pittsburgh



Photo by Cmdr. Steve Wischmann, MSU Pittsburgh

▲ **THREE RIVERS ROLE** MSU Pittsburgh performs the full array of Coast Guard safety and security missions among the unit's 328-mile AOR.

Steel City Sentries

Story by Lt. jg. Jesse Garrant, MSU Pittsburgh

Located on the triangle of land where the Allegheny and Monongahela Rivers join to form the Ohio, Pittsburgh has been a strategically important location for more than 200 years. In the 1700's, the French and later, the British, built forts here knowing that whoever controlled the area would have access to waterways leading all the way to the Gulf of Mexico. Today, Pittsburgh is the second largest inland tonnage port in the nation and serves as a point of origin and termination for commerce on the western rivers, overseen by the men and women of Marine Safety Unit Pittsburgh.

MSU Pittsburgh is located in downtown Pittsburgh. The unit's two Defender Class small boats are moored at nearby Neville Island.

Personnel will find themselves performing the full range of marine

safety and security missions including boarding or inspecting commercial and recreational vessels, enforcing safety zones or inspecting facilities in the unit's 328-mile area of responsibility, which covers southwestern Pennsylvania as well as parts of Ohio and West Virginia.

“MSU Pittsburgh is a dynamic unit running boat operations to marine inspections to waterways management in a complex urban and geographic area,” said Cmdr. Steven Wischmann, commanding officer of MSU Pittsburgh. “We operate in an environment that is very challenging and very gratifying — we are a small unit with a big mission.”

There are numerous ways to spend off-duty hours. Sports enthusiasts can watch the Steelers, Pirates and Penguins take on their major league opponents, or catch any of the many local college teams

Housing: All members live on the economy. There is affordable housing located both in the city of Pittsburgh and the surrounding suburbs in a variety of cost ranges.

Facilities: MSU Pittsburgh is located in downtown Pittsburgh. A fitness facility for the crew is located in the building, and the unit's boats are housed at Neville Island on the Ohio River. Commissaries and morale, welfare and recreation offices are located at two nearby military bases.

Education: Personnel can pursue higher education at more than a dozen area colleges and universities, including the Community College of Allegheny County, Carnegie Mellon University and the University of Pittsburgh. Point Park University is literally two blocks from the unit.

Weather: Expect highs in the 80's in July and lows in the 20's in January.

in action. Outdoors enthusiasts will find everything from roller-blading and kayaking to skiing and mountain climbing in nearby local, county and state parks. Those who prefer wildlife of the urban sort will find a thriving nightlife, including nightclubs, concerts and a nationally recognized theatre district. Cultural buffs will appreciate the city's museums, including the Andy Warhol Museum, devoted to one of Pittsburgh's famous native sons.

Anyone wishing to work with the local community will find ample opportunities to do so. From volunteering at the local Veteran's hospital to cleaning the streets of Pittsburgh, crewmembers of the MSU take pride in working with area residents.

If you are looking for an exciting career challenge in a friendly city, put MSU Pittsburgh on your dream sheet.

BLUEPRINT ON LEADERSHIP

COAST GUARD LEADERSHIP AND MANAGEMENT SCHOOL

STORY BY PA2 KIP WADLOW, 5TH DIST.

From heart stopping, adrenaline-laced emergencies, to the mundane, day-to-day routine of training personnel and maintaining rescue and law enforcement equipment, Coast Guardsmen are called upon to use judgment, teamwork — and most of all — leadership to accomplish their missions.

Note: “COMPLETION OF LAMS WILL BE MANDATORY FOR ALL ACTIVE DUTY AND RESERVE E-5 SEEKING ELIGIBILITY FOR ADVANCEMENT TO E-6 EFFECTIVE JAN. 1, 2009.”

ALCOAST 256/07 – COMDTNOTE 1510

LAMS

The Leadership and Management School is one of the tools the Coast Guard uses to prepare its up-and-coming leaders. The week-long course is geared toward both active duty and reserve Coast Guard officers and enlisted members in middle management positions. The Coast Guard also provides LAMS training to its civilian employees and auxiliary members.

“The major goal of LAMS is to ensure that we (the instructors) are training the front line supervisors,” said CWO4 Troy Riedel, Chief of the LAMS training detachment at Coast Guard Training Center Yorktown, Va.

SEE “LEADERSHIP” PAGE 26

Men•tor (men'tor, -ter), n.
1. a wise and trusted counselor or teacher. 2. an influential senior sponsor or supporter. — men'tor•ship', n.

Story by
PA2 Judy Silverstein, USCGR

Historically, the word mentorship has its origins in the Greek epic poem, “The Odyssey,” written by Homer. When Odysseus left to fight in the Trojan War, he selected Mentor to serve as teacher, guide and wise counsel to his son. In the Coast Guard, mentoring involves advocacy, guidance, support and listening skills.

“If you do not have a mentor, you’re doing yourself a disservice,” said Lt. Cdr. Adrian West, Special Assistant to the Commandant. “If you aren’t mentoring someone else, you are doing the Coast Guard a disservice.” Those words are critical as mentoring results in future leaders, an especially important focus for our multi-mission, maritime service.

See “Mentor” page 28

“LEADERSHIP...”

“The First Class Petty Officer or E-6 pay grade is pretty much the middle of the Coast Guard. In a lot of jobs out there, whether it’s at small boat stations, marine safety offices or onboard cutters, you have Second Class Petty Officers and E-6s in positions of leadership and they are supervising junior personnel and it’s very important that we give those people the tools so that they can be successful being supervisors and being leaders,” Riedel said.

COMMUNICATING IS THE KEY

The course focuses on team building and communications by putting the students through several scenarios requiring them to come together in order to accomplish their assigned tasks.

“There is a survival scenario that we put students through to see if they can survive as a team, incorporating exercises (to) make the students work together,” Riedel said.

The classroom-based scenario puts the students into a simulated remote wilderness environment. The students are required to use teamwork to decide how to best use the resources provided to them in order to survive.

One of the techniques the instructors use to accomplish this is to keep the students on the same level, by removing rank from the class.

“We try and teach in civilian clothes at commands that allow it. That removes our shoulder boards and collar devices allowing us to be on the same level and treat each other as equals,” Riedel said.

During the course, instructors put students into situations they will face in the field, involving motivating employees while correcting trouble.

The classroom provides a non-threatening environment that allows students to make mistakes without fear of punishment for improperly handling a situation. It also allows instructors to step in and guide them to a more appropriate solution so they can be more successful and effective when they encounter those same scenarios in real life, Riedel explained.

“We try to make the class as interactive as possible. There are many people out there that believe in the philosophy of death-by-Power Point so there is very, very minimal Power Point. We try and use turn charts and a lot of role playing,” Riedel said.

“Over the years we’ve compiled all kinds of real life scenarios. We pride ourselves on using these real life examples of things that have happened in the field to either ourselves or people that we have known to try and make it realistic,” Riedel said.

DRAWING MOTIVATION TO TEACH FROM PAST EXPERIENCES

In fact, some of these past experiences are what drive the instructors to teach leadership techniques to junior personnel.

Instructor MSTC Jonathan Shipperley said he draws his motivation to teach quality leadership practices to other Coast Guard members based on his brushes with poor leaders.

“My personal motivation for teaching this

class comes from when I was a MST3 working for a lot of mid-level and upper managers who were very poor leaders. It had such an impact on me as a Third Class Petty Officer that I started to hate that unit and hate the Coast Guard, and I wanted to get out of the service,” Shipperley said.

A change of leadership, however, turned Shipperley’s opinion of the unit around and motivated him to stay in the Coast Guard.

“If I can have an impact on these people, the junior officers and enlisted people, before they get to that higher-up level, I hope to give them different ideas and tools for leading and managing their subordinates. Hopefully by the time they’re in these senior leadership positions they won’t be the sort of people I had to experience as a junior enlisted person,” Shipperley said.

KEEPING CLASS FUN

Instructors also make laughter a key element of LAMS by sharing lessons-learned and sea stories from comical experiences that they’ve experienced.

“Laughter is an indicator of enjoyment and empathetic involvement. Emotion provides us with the strongest memory,” said instructor MKCS Paul Miller.

“If a person enjoys what they are doing, wants to be involved where they are, then learning and growth will take place. Interaction is vital in leadership and learning,” Miller said.

NOT JUST FOR COAST GUARD MEMBERS

The Coast Guard doesn’t restrict teaching LAMS only to Coast Guard members. They also teach the system to foreign military members as well.

Lt. Michael Hanna, a 20-year veteran of the Royal Bahamas Defense Force, was one of several military members from a foreign country in attendance at a recent LAMS course held at Coast Guard Training Center Yorktown.

“The instructors were very knowledgeable, very professional and very patient and accommodating. They worked well with the international students and were very understanding of our cultural differences,” Hanna said.

Hanna said that he intends to pass on the leadership techniques and lessons he learned at LAMS to his fellow service members back home.

“I absolutely recommend this class, especially to middle managers who have responsibility to their supervisors as well as their subordinates. It’s a good

problem solving tool,” Hanna said.

REPEAT ATTENDEES

The Coast Guard encourages personnel E-5 and above to retake the class every three years to maintain leadership proficiency and keep them up to date on new leadership techniques.

The International LAMS class that Hanna was the student in was the second that YN2 Jose Orta, Coast Guard Command Atlantic Area, Portsmouth, Va., has attended.

Orta said his favorite part of the class was the role playing scenarios because they gave him the opportunity to use what he learned. The humor helped put him at ease and made it comfortable for him to pay more attention to the course materials.

“I think taking the class with international students made it very unique. You will encounter and experience a cultural mix, you get to know their background, customs and courtesies and the difference in ethics. That, I think, made the class better than any other LAMS class that I attended,” Orta explained.


TECHNIQUES THAT WORK EVERYWHERE

The Coast Guard presents LAMS as being a professional development tool and it is, but it’s also a personal development tool, Riedel said.

The Coast Guard uses LAMS as a building block for the Chief’s Academy, the Coast Guard’s leadership course for senior enlisted personnel E-7 and above.

EVERYONE BENEFITS

By taking the lessons they learned at LAMS with them, graduates pass valuable leadership techniques to more people. This allows the Coast Guard to develop positive leadership and management techniques in junior personnel creating better working environments Coast Guard-wide allowing the service to retain experienced personnel.

This continual pass down of techniques and experiences is important to the Coast Guard because the junior leaders of today will be the senior leaders of tomorrow and they will be called upon to train and mentor new Coast Guard members for the future roles and missions they will be called upon to perform. 

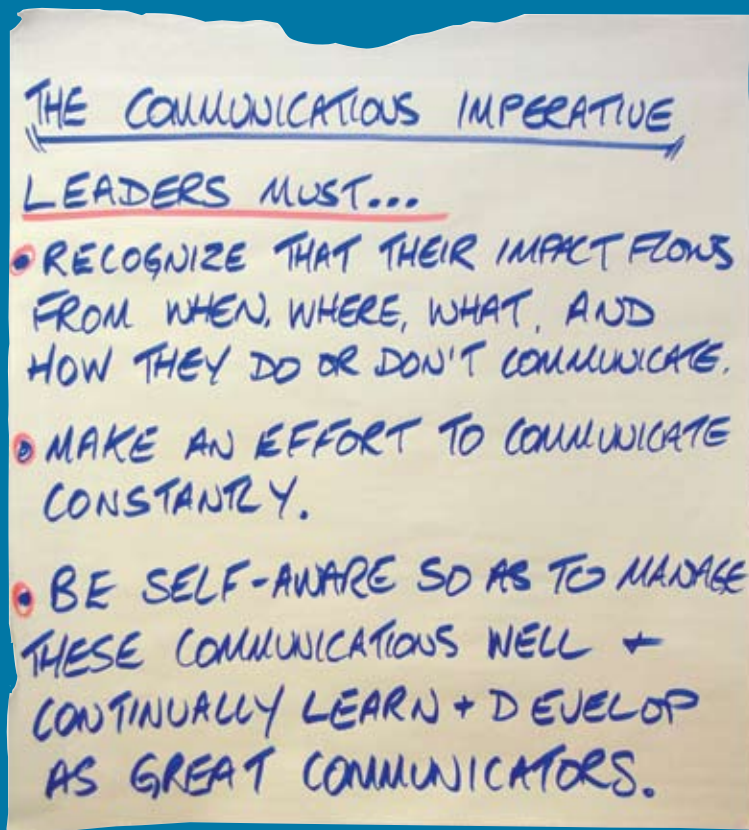


Photo by PA2 Kip Wadlow, 5th Dist.

▲ **HEADS UP DISPLAY** Classes use turn charts to formulate ideas and share them with the class. Charts are utilized in an effort to stimulate interaction and group learning.



“Mentor...”

“Studies show successful mentoring partnerships lead to two-way knowledge sharing coupled with personal and professional success for both the mentor and the mentee,” said Bridgette Brandhuber, Mentoring Program Coordinator for the United States Coast Guard. “The relationship can be flexible, depending upon the needs, goals and objectives of the mentee.”

Mentoring encourages fresh perspective and new ideas. The relationship offers preservation of organizational culture as traditions and practices are shared. It positively impacts recruitment and retention of a more diverse workforce as members are encouraged to reach their potential. One of many outcomes is the development of leadership skills.

“Mentorship comes from natural born leaders,” said YNMC Ann Tubbs, quickly ticking off the names of seven who provided her guidance and advice, as she rose up through the ranks.

“The common thread was that they all saw the potential in me and provided the guidance I needed, or was seeking.” As a Machinery Technician in the 1980s, when female counterparts were hard to find, informal mentorship filled the gaps, said Tubbs, now serving as Special Assistant to the Master Chief Petty Officer of the Coast Guard. Supporting her claim is a study from the Harvard Business School, stating 44 percent of CEOs list mentoring as a prime strategy for retention of female executives.

Mentoring involves an array of communications skills, as well as commitment to sharing one’s knowledge and experience.

“You’ve got to get out this information, this knowledge, because you’ve got something to pass on,” said Louis “Studs” Terkel, historian, broadcaster and author of the book “Working.” “Make the most of every molecule you’ve got as long as you’ve got a second to go,” he said.

That passion and fervor is mirrored in the words of

BM3 Wyatt Werneth, a reservist, who drills at Station Port Canaveral, Fla.

“I have attached myself strongly to mentoring because I didn’t have the guidance and focus growing up,” he said. “I saw the implications of what mentoring can do for you and try to make myself available to anyone who needs it,” said Werneth, who serves as Chief, Brevard County Ocean Rescue in his civilian life. A critical ingredient for success is enjoying people, said Werneth, who also works as a personal trainer.

Josh Mitcheltree concurs. An Aviation Survival Technician 2nd class, he knows that mentoring is a vital skill in the world of rescue swimming. “I’m blessed because there are so many people I look up to that have been there for me,” said Mitcheltree, an Air Medal recipient for his work in the aftermath of Hurricane Katrina. One person took responsibility for ensuring Mitcheltree was physically and mentally ready for “A”

school, even cautioning him to wait the extra two months until a subsequent class started. That allowed Mitcheltree to develop stronger muscles and improve his fin work ensuring he was set up for success – and graduation the first time through school. Many of the lessons taught by his mentor are ones Mitcheltree now uses when he works with new recruits. Watching him work with school children fascinated by the Coast Guard, one has the feeling he is the natural born leader referred to by Tubbs. Listing traits such as honest feedback, investment of time and genuine concern as the virtues of his mentor, he noted the two still keep in contact though sporadically.

“He still keeps up with what I’m doing and recently, we discussed elements of a rescue,” said Mitcheltree, referring to his mentor.

Trust, genuine concern and honest communications appear to be essential ingredients for successful mentoring partnerships. Yet despite these testimonials, mentoring can be an elusive concept to define. The Coast Guard’s website defines

“If you do not have a mentor, you’re doing yourself a disservice. “If you aren’t mentoring someone else, you are doing the Coast Guard a disservice.”

— Lt. Cdr. Adrian West

mentoring as a strategy for personal development that comes from “sharing known resources, expertise, values, skills, perspectives, attitudes and proficiencies”. It further allows the learner to build skills and knowledge while attaining pre-determined, specific and measurable goals. In a broader sense, mentoring allows the Coast Guard to build a future force and a leadership cadre. However, successful mentoring programs also allow for development of best practices through listening and encouragement. As newer employees are given a voice, unexpected results from unexpected sources may emerge.

Collaborative work and goal setting are encouraged and both mesh well with Coast Guard leadership competencies of leading self and leading others.

In the business world, much has been written about how mentoring programs should be structured. However, many find a more informal relationship with elements of role modeling works best during their Coast Guard careers. It may be as casual as seeking advice about specific tasks, critical decision-making or obtaining information not readily available or understandable. In the case of an Aviation Survival Technician,

discussing rescue equipment modifications might spark a conversation between senior and junior personnel. According to West, he has a list of mentors ranging in age, gender and rank who provide him with information on a variety of issues and philosophies. However the relationship is structured, mentorship is a dynamic and flexible partnership that matures and evolves when nurtured.

“We highly encourage informal mentoring relationships,” said Brandhuber. “However, because of the nature of this service, you may find yourself in a remote area where it is impossible to find an appropriate mentor match. In this case, we want you to look to our web-based mentoring program,” she said.

PROCEDURES FOR INITIATING A MENTORING RELATIONSHIP CAN BE FOUND BY LOGGING ON TO [HTTP://WWW.USCG.MIL/LEADERSHIP/MENTORING.HTM](http://www.uscg.mil/leadership/mentoring.htm). FOR MORE INFORMATION ON MENTORSHIP, LOG ON TO: [HTTP://WWW.3CREEKMENTORING.COM/USCGMENTORING/](http://www.3creekmentoring.com/USCGMENTORING/).



GIVING DIRECTION CGC Chock, lies at anchor off of Washington, D.C., while SA Charles Law, at the helm of the cutter’s small boat, undergoes training and mentoring in small boat operations and seamanship, given by Coast Guard Auxiliary Flotilla 81 member John Krogmann, Aug. 28, 2004. Krogmann is a Coast Guard-certified Auxiliary Coxswain who volunteers aboard the Chock, some 50 hours per month, helping support its missions and roles.

Photo by Joseph Cirone, USCGAUX





STORY BY PA1 ALAN HARAF, 11TH DIST.

CHIEF'S ACADEMY

Leadership School Expands Focus To Other Agencies

The Chief Petty Officer Academy in Petaluma, Calif., was designed to provide newly advanced Chief Petty Officers with knowledge, skills, attitudes and abilities while focusing on professionalism, leadership, communications, lifelong learning, and health.

The transition from E-6 to E-7, after all, has been identified by the Commandant and the Master Chief Petty Officer of the Coast Guard as the most critical transition in a Coast Guard enlisted career.

If you glanced around the room of Class 140 this past March, however, there was a smattering of uniforms other than Coast Guard tropical blue. Customs and Border Protection, Transportation Security Administration, the Royal Saint Lucia Police and the U.S. Air Force were all present.

Since the Academy was founded in 1982, other branches of the U.S. military and several foreign students have attended the Coast Guard's Chief Petty Officer Academy. But within the past couple of years, other agencies, including those that are a part of DHS, have also been invited to participate.

"I remember Admiral Allen stating that the time to exchange business cards is not during a disaster," said OSCM John Niece, school chief at the Academy.

Admiral Allen's remarks in 2005 triggered an innovative idea in which Niece began to unfold a plan to expand the Academy beyond the Coast Guard. He and other leaders of the CPO Academy extended an invitation to Customs and Border Protection in San Diego and invited them to be part of the leadership school. In May of 2006, two members of the CBP became the first non-Coast Guard personnel within DHS to graduate from the Academy.

Today, the Coast Guard's CPO Academy is looked at as a highly-respected leadership development program. The vision and success of the CPO Academy is now being shared with, and offered to, other agencies, including those within DHS.

"If you read Colin Powell's biography, you'll find that he says 'success in the first Gulf War was based on our

relationship with counterparts of other agencies,'" said Niece. "We're all trying to protect the American people."

Sergio Hernandez, Patrol Officer in Charge, was one of two agents from Custom and Border Protection to attend Class 140. He heard about the Coast Guard CPO Academy from past CPB attendees and wanted to learn how to strengthen his leadership skills and share it with the 64 people he supervises in Laredo, Texas. A veteran of CBP for 20 years, Hernandez served in the Army for four years until 1979, and worked with the Coast Guard as a member of CBP during the Mariel Boat Lift.

"For some of the people hired by CBP, this is their first job," Hernandez said. "They may not have had leadership training in the past, and it's possible for them to become a supervisor in four or five years. My goal is to offer this training to other Border Patrol agents that want to be supervisors. We don't really receive this type of training at our Academy."

During the four and a half weeks in Petaluma, students are involved in classroom learning and improving skills in areas such as active listening, presentation skills, facilitative leadership, "Ethical Fitness" and writing workshops.

A lot of the leadership skills, however, are learned outside the classroom, within each small group into which the class is divided. During social events, physical fitness training and bike rides, students develop an integral sense of teamwork and leadership.

In no other outside activity at the Academy is this more prevalent than in what is known as "low ropes" and "high ropes."

During these rope exercises, students walk and climb through some very challenging obstacle courses, some of which are configured among trees some 30-40 feet above the ground. Wearing harnesses and provided with safety equipment, teams work together to provide leadership, support and encouragement to each other so that, as individuals, everyone is given a sense of accomplishment, success and achievement no matter how far into the obstacle course a person progresses.

During this part of the Academy, a person comes to understand how to work outside of their comfort zones,

to be pushed by other people's encouragement and guidance and to attain a sense of achievement. This is important whether a student is leading or being led.

"The Chief Petty Officer Academy focuses on the person," said Niece. "We don't focus on tactical. We focus on the whole person. If we help each person, the organization will benefit as well."

"A lot of places I've worked at, people have the wrong impression of what a leader is," said Scott Sweetalla, a member of class 140 and the first person to attend the CPO Academy from the Transportation Security Administration. "They immediately start giving orders, demanding orders. This course teaches so much more than that."

"One of our values is 'Courteous Security,'" he added. "Some of the things taught here are valuable to that. You can be compassionate and still be firm."

Master Sgt. Nathaniel Hawkins of the U.S. Air Force decided to attend the CPO Academy after one of his supervisors suggested that it was the best course he had ever taken.

"For someone who has been in the service as long as I have, we've been to three different levels of leadership training by now," stated Hawkins. "They're all structured the same way. You know what to expect, what is going to be taught."

"This is more hands on," Hawkins added. "You're applying a lot of what you're learning. You get bits and pieces, but you see how they fit into the big puzzle. You go outside the box."

Sergeant Nadine George of the Royal Saint Lucia Marine Police in charge of Operations, also heard about the CPO Academy from colleagues and decided to attend.

"I obtained enough tools, hoping to funnel it into the area of Increasing Human Effectiveness," said George. "I found out a lot about myself. This will help me in the long run."

Prior to graduation, all non-Coast Guard members of the class were made honorary chiefs and were pinned with chief's anchors during a ceremony in the base's theatre.

Future classes at the Academy throughout the year will include a more international flavor with students from Columbia, Belize, Republic of Georgia, the Bahamas and Haiti.

"Even if someone has had a lot of professional education and leadership training, they probably haven't had the personal introspection and self-assessment," said AMTCM Mark Thomas, who will be relieving Niece as CPO Academy School Chief. "The focus here is on the person. That's why the Chiefs' Academy is so unique."

"Training is about training a specific skill set," added Thomas. "Education is about giving people a wide variety of tools, becoming more self aware, reflecting, and then taking those models and applying and associating them to the different fields that people come from."

"Most importantly is the relationship you have with yourself," Thomas said. "Take a look at yourself - what motivates you, what drives you and how you like to learn. But then learn the other ways of motivation and how other people like to learn, so that you can be more effective."

The Chief Petty Officer Academy was started in 1982 in Yorktown, Va., and moved to its present location just three years later. By 1998, after the course went through a "Needs Assessment," the leadership school for enlisted personnel at the E-7 level and above was changed from eight weeks in length to six weeks and then to its current four weeks. The class size expanded from 32 to 64.

Class 140 concluded with the traditional graduation dinner and presentation of certificates. This year, Rear Adm. Jody Breckenridge, Commanding Officer of the Eleventh District, and MPOCG Charles Bowen presided. Together they offered words of gratitude and encouragement to the Chief Petty Officers of the Coast Guard and the honorary chiefs whose leadership is so vital to the people they work with and ultimately to the continued successful collaboration between partnering agencies.



Operation Contained FURY

Story by Lt. Shawn Lansing,
Sector Los Angeles - Long Beach

Photo courtesy of Port of Los Angeles

At four in the morning, Terminal Island seems more like a sleepy backstreet of San Pedro, Ca., rather than part of the bustling 7400 acre Los Angeles – Long Beach Port Complex. But those who work amongst the mountains of containers, scores of portainer cranes and armadas of trucks, know the port is simply taking a deep breath before continuing the frenzy of daily operations.

This morning, five of those agencies and a variety of resources gather at the Sector Los Angeles – Long Beach boat basin to participate in Operation Contained Fury. A port security surge operation, Operation Contained Fury was conceived to develop operational strategy, identify appropriate resourcing levels and strengthen inter-agency coordination in the event of an increase to MARSEC Level II. With a goal of finding that critical balance of security without disrupting the \$1 billion-a-day economic flow of the port, Operation Contained Fury utilizes a mixed approach of at-sea and at-anchorage boardings to keep the flow of traffic moving. With an average of 16 vessel arrivals per day via both north and south traffic lanes, this task can often present significant resource and planning challenges.

Today's tasking involves boarding eleven commercial vessels (three of which will receive positive control measures upon entry) and escorting two tankers and one cruise ship. To accomplish this, several Coast Guard assets are joined by representatives from Customs and Border Protection (CBP), Los Angeles County Sheriffs (LASD), Los Angeles Port Police and the Long Beach Police Department.

After participating in a risk assessment and operational briefing, 26 law enforcement officers are split into three boarding teams. Each team is comprised of a minimum of two members from each agency in order to develop team unity and ensure actual responses aren't the first time individuals work together. With the teams selected and ready to go, they board the CGC Narwhal and the LASD boat, Ocean Rescue, and head out of LA Channel under the cover of darkness.

After passing through Angel's Gate, Narwhal heads an hour south to pick up

◀ **NOT JUST ANY PORT** Los Angeles – Long Beach Port Complex is the busiest port complex in the United States by container volume (fifth in the world), has over 6,000 vessel arrivals a year and handles 14.1 million containers.

its first target, a tanker coming from Ecuador. Ocean Rescue heads west to first rendezvous with CGC Zephyr and transfer its boarding team to them, and then they both head north to intercept their targets. Within an hour and a half, the radios hum with activity as three boardings are commenced, while maintaining coordination between the underway assets, Tactical Action Officer and Sector Command Center.

On Ocean Rescue, the 10-person joint boarding team is readying equipment and reviewing assignments as they come alongside their target, a 900-foot container ship from China. Included on this team is Simba, the LASD explosives canine. Her handler climbs aboard, drops a climbing rope that attaches to her harness and lifts Simba to the main deck. Once on board, Simba and her handler join two CBP Inspectors, a paramedic, two bomb squad technicians and the CG team ultimately responsible for assisting the Captain of the Port in determining whether the ship should be allowed to enter.

When these boardings go smoothly, the teams are recovered just prior to pilots embarking the vessel to bring them through the breakwall and on to their berth. The teams will then head back out the traffic lanes for their next target. However, if unable to get to vessels in time, or if boardings are not completed by the pilot buoy, the vessels can be directed to outside anchorages by the Vessel Traffic Center until the boarding can be completed.

After Ocean Rescue completes two more of these evolutions, they head back through Angel's Gate and over the flats toward Long Beach to board a boat that just anchored. Along the way they pass a Coast Guard Station Los Angeles – Long Beach crew, which is escorting a cruise ship out of the harbor.

Just aft of the cruise ship, a Los Angeles Port Police boat waits to recover two police officers currently providing security on the cruise ship's bridge. The ability of the Los Angeles Port Police to resource this particular mission has allowed Coast Guard assets to be used in other capacities and embraces the benefits of strong ties among port partners.

Just after noon, with operational goals complete, Ocean Rescue pulls into the Coast Guard boat basin to off-load equipment and personnel before heading back to its moorings. An hour later, Narwhal finishes up and disembarks its boarding team before heading north to conduct fishery boardings in the Channel Islands. With three more boardings and a positive control measure left, Zephyr disembarks the first boarding team, embarks a second and heads back out to finish off the day's tasking.

The amount of coordination and assistance the port partners provide each other at the port complex is in many ways larger than the port itself, and has been

instrumental to the many successes here. In this instance, a team effort tested and refined operational strategy, keeping waterways safe and facilitating the protection of our vast and interconnected global supply chain.

Port Information

The Los Angeles – Long Beach Port Complex was built on mudflats at the turn of the century. Having grown exponentially ever since, the complex lays 20 miles south of downtown Los Angeles and now contains 57 container, bulk and petro-chemical terminals. Additionally, there are several marinas, two cruise ship terminals, two passenger ferry terminals with service to Catalina Island and outlying harbors and eight law enforcement agencies charged with maintaining order amid the chaos.



Photo by Lt. Shawn Lansing, Sector Los Angeles - Long Beach

▲ **JOB WELL DONE** Boarding team members of Sector Los Angeles - Long Beach and the CGC Zephyr disembark a container ship onto the Zephyr's small boat after a successful port security boarding.





Five & ICE

Story and photos by
PA2 Kip Wadlow, 5th Dist.

Coast Guard Chefs show their stuff at Prestigious Army Cooking Competition

Torches, electric grinders and chainsaws are tools usually found in garages, garden sheds and hardware stores, but not kitchens.

When these unusual cooking utensils are combined with a splash of pride, a sprinkling of cross-service rivalry, a prestigious Army culinary competition, a handful of talented Coast Guard chefs and brought to a boil, it creates a recipe for success.

The nine men and women of the Coast Guard's culinary team, representing the nation's smallest military service, competing in the 32nd Annual U.S. Army Culinary Competition at Fort Lee, Va., did more than hold their own against the best culinary teams the Army, Air Force and Marine Corps have to offer. They won and won big.

Iron Chefs

Knives flashed, pots bubbled and flames roared into the air as SN Edward Fuchs, CGC Mackinaw, and FSC Justin Reed, Maintenance and Logistics Command, Atlantic, took part in the contest's first events, the Junior and Senior Military Chef of the Year Competitions. Reed and Fuchs got the nine member Coast Guard culinary team off to a strong start, each earning a silver medal for their efforts.

In the chef of the year contest, competitors are given four hours to prepare a four-course meal from a pre-selected list of ingredients. The main difference between the divisions is that junior chefs are allowed to see the list of ingredients two days before the competition, allowing them time to practice preparing their meal. Senior chefs on the other hand are afforded no such luxury and must prepare their menu from scratch at the start of the competition.

Reed, a returning competitor in the Senior Chef division, put his cooking skills and experience to use preparing a meal consisting of a small salad, oyster bisque soup, a pistachio crusted rack of lamb with a mustard mint sauce as an appetizer, and a wild mushroom risotto cake topped with a Sea Bass fillet served as the entrée followed by a chocolate soufflé for dessert.

"These judges are old school judges who like to see classical cuisine," said Reed who used this knowledge while planning and preparing his meal.

"The food judges really liked the food that I made today," Reed said happily.

The following day found Fuchs rushing to serve his entrée on time, a risotto topped with red peppers, shrimp and lobster.

"It's a rush! It's like the top gun for cooks with everybody trying to be the best," said Fuchs, who competed in several similar cooking contests before joining the Coast Guard less than six months ago.

"The Mackinaw is a great boat, with a great command and a great crew. They've all been supportive of my coming to the competition," said Fuchs.

Gathering the Ingredients

Coast Guard Team Captain FSC Justin Reed was in charge of selecting team members for this year's competition and chose the best Food Service Specialist's (FS) he could find, drawing from the cutter fleet, several stations, the Academy and special command aides for the Fifth District and Atlantic Area commands.

"We all flowed and knew how to cover each other. It was just a great team," said Reed.

It wasn't all fun and games during the competition though. Team Coast Guard showed its mettle, cooking more than 24 hours straight at one point, putting final preparations on a table display.

"You get a bunch of Coasties together and they work together all the time, but this was really something else. Everybody stayed motivated for the full 24 hours that we worked," said Reed.

Center of Attention

Towering 4-feet above the various trays of food on display at the Coast Guard team's table was an Alaskan themed chocolate centerpiece.

CWO2 Mike Malheiro, formerly of Integrated Support Command Ketchikan, Alaska, and Reed decided the theme of the centerpiece depicting native images of an owl, killer whale and the sun.

"The team was awesome, (they're) some of the best FS' I've had the pleasure to work with. We all helped each other on all of our projects throughout the competition," said Malheiro, referring to the assistance they gave him in assembling the centerpiece.

"I think it's a great competition," said Malheiro.

"Our FS' don't get many chances to advance their skills outside their day-to-day routine. This event



allows them the opportunity to network and showcase their skills while receiving some extraordinary training,” said Malheiro.

Coast Guard Ice Breakers

Outside the kitchen FS1 Larry Dagen and FS1 James Swenson used chisels, chainsaws and grinders to put the competition on ice by hacking, hewing and sculpting 300-pound blocks of ice into delicate, frozen center pieces.

The competition was the first for Dagen, a 10-year Coast Guard veteran currently assigned as the special command aide for the Atlantic Area Commander in Portsmouth, Va.

“It was an awesome experience. I wouldn’t trade this experience for anything. I’m just fortunate I had the opportunity to come and represent the Coast Guard,” said Dagen.

Swenson, food service quality manager at the Coast Guard Academy in New London, Conn., has been carving ice sculptures for the past three years. During the competition Swenson, who said he enjoys sculpting ice because it brings out his creative side, won three medals.

Putting his imagination to use, Swenson earned a bronze medal in the single block competition for sculpting an eagle, another bronze for his carving of a dragon and a gold medal in the five block team competition, along with Dagen and Reed, for a sculpture of a woolly mammoth being attacked by a saber-toothed tiger.

“A gold medal in an American Culinary Federation sanctioned event is no joke. Very few are handed out. Only one other team received a gold medal this year and that team included two Army Master Sergeants who both had many years of ice carving experience,” said Swenson.

Swenson also said the competition between the ice carvers was tense with the other teams resorting to creative methods to jinx him during the competition. “The Army kept placing ice on my station that they carved into ‘kryptonite’ as I competed against their teammates,” said Swenson.



▲ **CHOCOLATE TOTEM** The Coast Guard Culinary team’s chocolate centerpiece at the 32nd Annual U.S. Army Culinary Arts Competition.

Getting Noticed

The team’s efforts garnered a lot of attention, not only from the crowd but from Coast Guard Headquarters as well.

In attendance was FSCM Philip Garrett, Coast Guard Food Service Specialist Rating Force Master Chief, and the person in charge of managing the Coast Guard’s food preparation work force. Garrett was very pleased and proud of the attention the team garnered during the competition.

“This is an awareness tool for the Coast Guard and the public as well, that our folks have the ability to compete, and compete well, with the other services,” said Garrett.

Garrett was also impressed by the knowledge team members gained by competing in the various events.

“Skill enhancement is a huge part of this. I can’t think of a better way to spend money than to send someone to a joint services event to see how things are done and to take that institutional knowledge and share that with their (service) communities as instructors and mentors,” said Garrett.

In addition to learning new skills, Garrett hopes the competition will not only help retain personnel, but grow the job field by allowing the public to see Coast Guard chefs utilizing their skills. “The paramount of the program is for each person in the FS rating to receive absolutely the best training that we can give to prepare them for mission effectiveness and execution,” said Garrett.

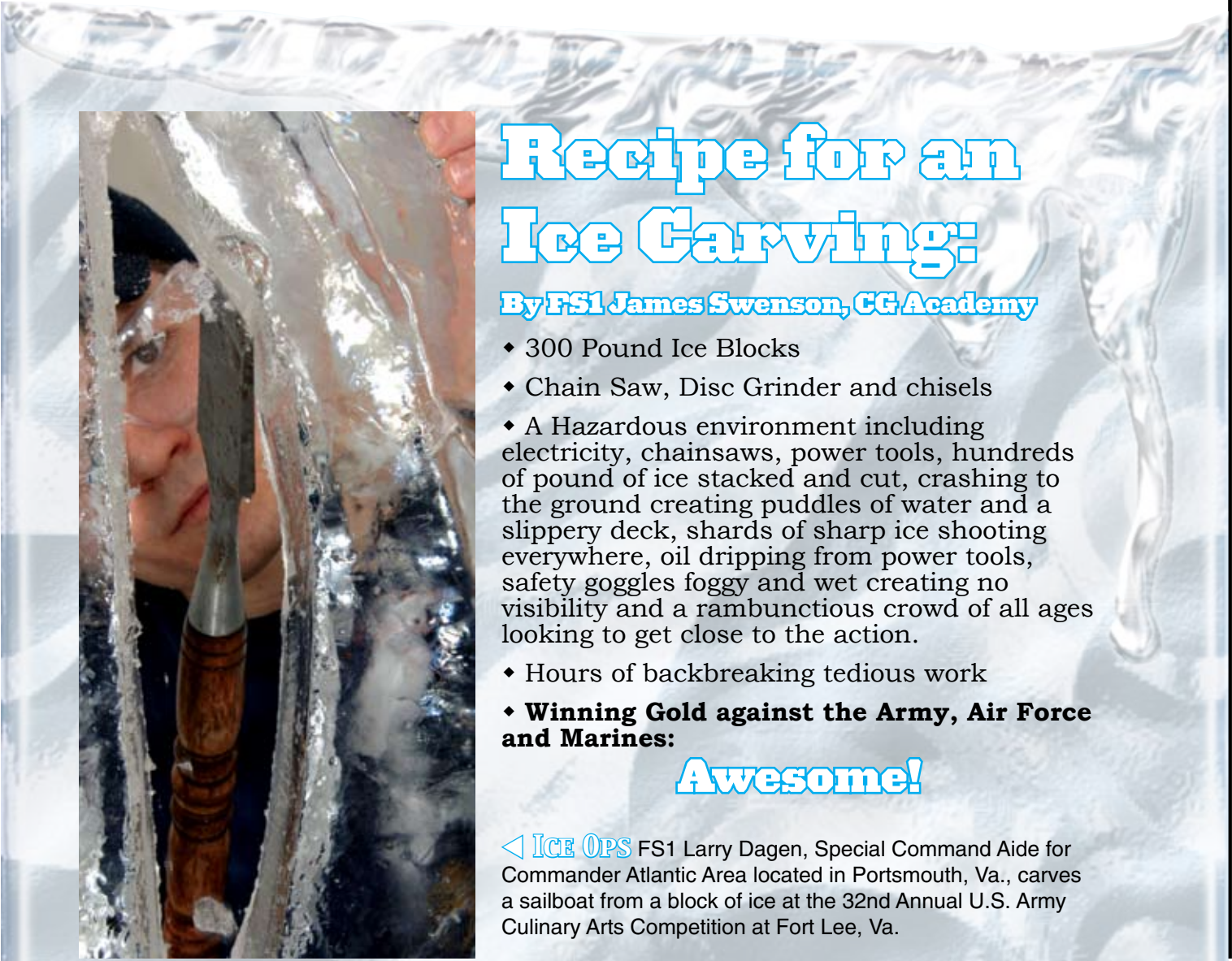
Just Desserts

At the end of the competition the Coast Guard team proved that even though they represent the smallest branch of the military, they possess the determination and skills necessary to compete with larger teams from the other services, earning 18 medals overall, including three gold, six silvers and nine bronzes.

“We’ve come a long way,” said Reed, who hopes this year’s contest will be a springboard allowing more Coast Guard chefs to compete in future events.



▲ **DREAM TEAM** The Coast Guard culinary team members, (from left) FS1 James Swenson, CWO2 Mike Malheiro, FS2 Kevin Johnson, FSC Justin Reed, FS1 Larry Dagen, FS3 Candace Gracik, SNFS Edward Fuchs and FS1 Kipp Rice pose for a team photo at the 32nd Annual U.S. Army Culinary Arts Competition. Not pictured is FS2 Chara Tolbert. The Coast Guard team won 18 medals at the competition comprising of 3 gold, six silvers and nine bronzes.



Recipe for an Ice Carving:

By FS1 James Swenson, CG Academy

- ◆ 300 Pound Ice Blocks
- ◆ Chain Saw, Disc Grinder and chisels
- ◆ A Hazardous environment including electricity, chainsaws, power tools, hundreds of pound of ice stacked and cut, crashing to the ground creating puddles of water and a slippery deck, shards of sharp ice shooting everywhere, oil dripping from power tools, safety goggles foggy and wet creating no visibility and a rambunctious crowd of all ages looking to get close to the action.
- ◆ Hours of backbreaking tedious work
- ◆ **Winning Gold against the Army, Air Force and Marines:**

Awesome!

◀ **ICE OPS** FS1 Larry Dagen, Special Command Aide for Commander Atlantic Area located in Portsmouth, Va., carves a sailboat from a block of ice at the 32nd Annual U.S. Army Culinary Arts Competition at Fort Lee, Va.

A Lifetime of Service

Story by PA1 Anastasia Devlin,
11th Dist.



PROUD SAILOR Demaso Sutis stands in front of an American flag in Los Angeles.

Photo by PA2 Prentice Danner, 11th Dist

He's a social butterfly with a buzz cut. His bright eyes, framed by thick glasses, reflect a passion for telling great stories, but the sharp creases in his uniform show he's just as professional as he is intriguing.

Eighty-year-old Auxiliarist Damaso H. Sutis, known for the better part of his life as "Sarge" or "Gunny," has been a part of Coast Guard Sector Los Angeles/Long Beach, Calif., for more than a decade.

Sutis, who came to the Coast Guard from the Marine Corps grew up in 1930s Chicago.

He was raised in a happy family on the violent south side of Chicago by his Filipino father, a multi-lingual railroad porter with two degrees, and his beautiful Creole mother from New Orleans.

"Most of us males had to prove ourselves," he said as he recounted his times of running with his own "gang" during the heyday of Al Capone and in the middle of the Great Depression.

He joined the Marine Corps in 1944 to do just that, and one year

later, found himself on the beach at Iwo Jima dodging gunfire.

Not even 20 years old, Sutis returned to the states as a war veteran, and came back to the south side of Chicago to celebrate. There, he met his future wife, or, as he calls her after almost 60 years of marriage, "my bride."

"She was one of the younger kids," he said, explaining that he hadn't really gotten to know her before he left. "When I got back, there she was. I saw this beauty coming down the street from a distance, and I said to the guys, 'My God, who is that?' She didn't want much to do with me. She said I was cocky and overbearing."

"I couldn't stand him," Dee Sutis, confirmed. "I thought he was the most arrogant, self-centered... I was very rude to him," she admits as the smile in her voice turns into laughter.

But he eventually won her over, and they married. Their happiness increased when they were blessed with a beautiful daughter, but life was not easy. "To stay in, I had to sign a waiver saying I was a single

guy-- I had no wife, had no baby-- because Congress cut off all funding for spousal benefits."

Despite the low pay and lack of support for his family, he stayed in the Marine Corps.

"I thought that anyone in uniform was doing something worthwhile," said Sutis. "It was the tail end of the depression; we needed to do something. It was the camaraderie, yes, but we were making a difference."

During their first 21 years of marriage, seven of those years were spent apart. Some days, Dee didn't know where he was, or if he was dead or alive.

"I had to work because the pay was so low. [Gunny] would go to work one morning, and I wouldn't see him for three weeks. That time was during the Bay of Pigs invasion. Finally, someone from the base called and said he'd been deployed."

After facing two more wars with the Marine Corps, Sutis decided 24 years was enough. He had gone through life in the military never believing he'd make it to retire-



▲ DEVIL DOG Demaso Sutis's boot camp picture taken at the Marine Corps Recruit Depot San Diego in 1944.

ment, but was now ready to try his hand in the civilian world.

Leadership in the Marines Corps, paired with his skills in welding, construction and machinery, transferred well to a career teaching high school industrial arts.

"I started at a high school that was mostly made up of Mexican-American kids. It was a tough school, and it was like teaching Marines," said Sutis. "I drilled them around the parking lot. If they really screwed up, I took them out the back door to the P.E. field and made them do calisthenics."

His students improved, and four years later, he was division chairman of the industrial technology department, including industrial arts, home economics and business.

After twenty years as the school's technology division chairman, he moved to a position within the school as a career advisor.

He attended an Auxiliary-sponsored event to hear more about the Coast Guard Academy as a possible option for his students, and while he was there, learned about the Auxiliary itself.

► A DAY AT THE BEACH

Demaso Sutis storms the beach on Iwo Jima in February 1945.

"I said, 'Auxiliary?' That'd be something I'd like to do."

Gunny found that he excelled at auxiliary work just as much as being a Marine and teaching high school. He became the District Staff Officer for auxiliary marine safety and marine environmental missions and now serves as the Coast Guard's representative in the Los Angeles harbor safety committee and subcommittee on recreational boating.

Coast Guard Capt. Paul Wiedenhoft, Captain of the Port for Los Angeles/Long Beach, said Sutis is the model Auxiliarist.

"His appearance and bearing are amazing—it's the old Marine in him. What comes across is 'have some pride in your appearance.' It's helped bring up the level of care that people might not have had in their appearance."

Wiedenhoft said that Gunny's enthusiasm for the Coast Guard and the Auxiliary are both infectious and contagious. "He's really a pleasure to work with, and he's a great mentor to young folks. The guys like to hear his stories from his Marine and teaching days." He says Gunny's skills as a Marine and a teacher are helpful, but it's his attitude and his desire to get out and talk to people that really makes a difference.

At 80, Sutis still comes to work four to five days a week for the Coast Guard, and his pictures from his time on Iwo Jima have given him a new popularity. Since the photos were featured in the end credits of the recently released movie, "Flags of Our Fathers," Gunny's had multiple requests for signed copies, an honor the man dismisses with a modest wave of his hand.

He's indifferent to the fame,

although he loves to talk to people about his experiences.

His expression is sincere when he admits, "I'm one of those people who looks at the world through rosy glasses — [one who believes] that the glass is Half-full, not half-empty. The world is full of good people, and until they prove me otherwise, that's what I believe."

The expression changes to mischief, and his eyes narrow with a smile.

"But if you step on my spit shines, I'll punch your running lights out." His good-natured laughter is contagious, and his eyes sparkle again.

Gunny Sutis is a rare find indeed, and definitely one Wiedenhoft hopes to keep on his staff. "He's got so much vitality—it's belying his years. I don't see an end. I see folks on active duty that can't keep up with him," said Wiedenhoft -- and Sutis knows it.

"I'm proud to wear this uniform," Sutis says with a smile. He says the uniform is the outward sign of the professionalism of the Coast Guard, and he gets "just as great a thrill" as when he wore his Marine Corps blues. "I see no difference; I wear this uniform just as proudly as my Marine Corps uniform."

"I feel good in uniform, and I'm around people that I understand and who understand me. These are people that I trust. It's a fraternity, and it's something that's important to me."

Sutis speaks earnestly when he talks about his love of both the Coast Guard and the Marine Corps. "I didn't realize how important the Coast Guard's job was until I got in. They're two small services, doing one hell of a job."



Past Tragedy Leads to Safer Future

Story by PA3 Jeffrey Pollinger, 13th Dist.

On the night of Feb. 12, 1997, the crew aboard a 31-foot sailboat, the Gale Runner, became trapped during a violent storm in the waters off the rugged and often dangerous Pacific Northwest coast near La Push, Wash.

The master attempted to escape the fury of the storm by sailing to a nearby marina, but that attempt was thwarted when 25-foot waves and 30-knot winds dismantled the boat and blew out hatches and portholes.

After the vessel became flooded and the engine failed, it began to drift dangerously toward nearby rock formations. The crew called for help.

First to answer the call was a search and rescue crew from Coast Guard Station Quillayute River, Wash. Within minutes, the four-man crew did what Coast Guard small boat crews are known for doing - heading into treacherous waters while other mariners retreat.

As their 44-foot, steel-hulled motor lifeboat crossed the Quillayute River bar and plunged into the storm, a towering wave rolled the boat. The boat righted itself and the crew pressed on. The tumultuous sea struck back and rolled the boat two more times, ripping the superstructure off and leaving three of the four-man crew in the churning waters.

Miraculously, the fourth crewman remained tethered to the boat and made it to land after ocean currents pushed the crippled boat onto nearby James Island.

Lost in the accident were BM2 David Bosely, MK3 Matthew Schlimme and SN Clinton Miniken.

The two people aboard the battered sailboat were later rescued by a Coast Guard helicopter crew moments before the boat struck the rocks.

Feb. 12, 2007, marked the 10th anniversary of the tragic accident. Although 10 years have passed, few people in the Coast Guard's small boat community

have forgotten about the men who made the ultimate sacrifice while trying to save the lives of two total strangers.

This anniversary, like in years past, a wreath and flowers were placed at the station beside a brass and granite memorial of a 44-foot MLB in the surf.

Station personnel, local citizens, members of the nearby Quileute Tribe and family gathered around the memorial to remember the men.

Today, some family members of the lost crewmen still live near the semi-isolated station.

The surviving crewman, Ben Wingo, is still in the Coast Guard and serving as an aviation machinery technician at Air Station North Bend, Ore. Crews at the Quillayute Station still respond to distress calls, sometimes in heavy surf, wind, darkness and driving rain, just like the crew of MLB 44363 did that tragic night.

The deaths of Bosely, Miniken and Schlimme were not in vain. The accident prompted the Coast Guard to take a closer look at small boat operations and make changes in an effort to prevent further loss of life and improve readiness.

In the past, surfmen, as with all other boatswain's mates, were required to complete a tour of duty on a Coast Guard cutter before being eligible for advancement to chief petty officer.

As a result, surfmen transferred to cutters could not practice their trade and eventually lost their certifications. Their replacements at the stations required years of training to qualify - creating a shortage of surfmen, as was the case at Station Quillayute River in 1997.

Surfmen are no longer required to serve aboard a cutter in order to be eligible for advancement to chief. As a result of this policy change, the highly-trained boat operators normally stay at units that require their skills. In addition, a higher concentration of surfmen at small boat stations means that there are

more opportunities for would-be surfmen to train under their guidance.

Adm. James Loy, former commandant of the Coast Guard, spoke about the issue during a State of the Coast Guard Address. "The heart of the problem is that it takes a lot of on-the-job training for a coxswain to become a qualified surfman. That training can happen only when an operational unit has a properly rested trainer available to work with a properly rested trainee and the proper surf conditions prevail," he said.

Since 1998, Team Coordination Training for operational personnel is a requirement. The training teaches members how to analyze potentially hazardous situations while working together as a team. A major part of the curriculum focuses on knowing one's limitations before taking action.

"Anytime we go into the surf we have a briefing and agree on our limitations," said CWO4 Rick Spencer, commanding officer of the National Motor Lifeboat School. "Our number one priority is safety."

The Coast Guard also has phased out the 1960's era 44-foot motor lifeboats with faster and more maneuverable 47-foot motor lifeboats. These aluminum boats have a top speed of 25 knots - more than twice the speed of the old 44-footers. That extra speed gives the operator more of a chance to evade large waves rather than confront them head-on.

Other benefits that the 44-footer lacked include an enclosed bridge and state of the art electronics.

"The forty seven (footer) is more technologically advanced and more forgiving than the 44-footer was," said Spencer.

The Surf Operations and Surfman Training Advisory Group, comprised of senior surfmen and personnel at Coast Guard Headquarters in Washington, D.C., was chartered in 2000. The group was formed to ensure that the needs of units

operating in surf and heavy weather conditions are met and that program leadership and management are continually linked to field realities, according to Lt. Matthew Buckingham, who is assigned to the Coast Guard's Office of Boat Forces.

The Prospective Surfman Program was established in 2003 according to Buckingham. The program is intended to attract, identify and select prospects, and to properly guide, train and develop more surfmen trainees.

A new training program utilizing an MLB boat simulator is being developed at the National Motor Lifeboat School in Ilwaco, Wash. The simulator was purchased in 2006 and upgraded in January. Although the simulator is a safe alternative to training in the surf, Coast Guard crews always will have to train and perform rescues in dangerous seas.

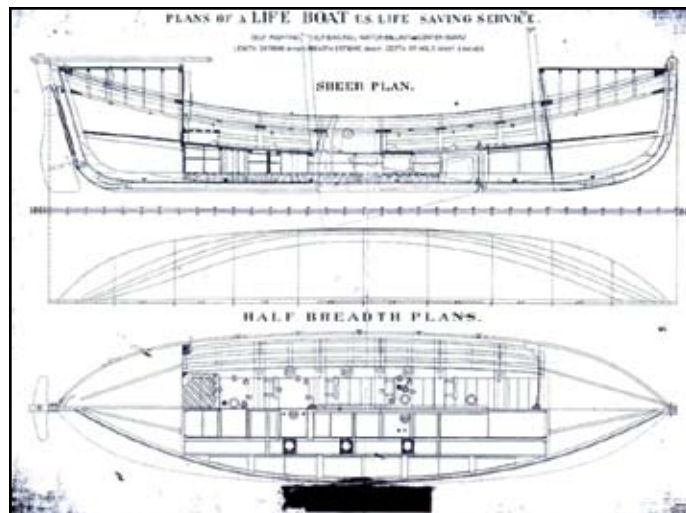
The Coast Guard has taken many steps to make rescue operations in the small boat community as safe as possible - but it will never be possible to completely eliminate the risks associated with performing rescues and training in rough seas.

Retired Chief Warrant Officer and former surfman Scott Clendenin sums up what accidents like the one at Station Quillayute River demonstrate, "What we do every day is very, very dangerous."*

* Quote taken from "The Rescue of the Gale Runner", by Dr. Dennis Noble

A BLEAK MORNING The 44-foot, motor lifeboat (44363) lies grounded on a rocky shore at James Island, Wash., Feb. 14, 1997. The top portion of the boat had been torn away. Rips, scratches and several deep dents marred its white hull. In the early morning hours of Feb. 12, in heavy sea conditions off the Quillayute River/Pacific Ocean bar, three Coast Guardsmen from Station Quillayute died when their motor lifeboat capsized as they responded to a distress call from a dismantled sailboat.

Photo by PA3 Della Price



A LIFE SAVING TRADITION

STORY AND PHOTO BY
PA3 ERIC CHANDLER, 17TH DIST.



The duty watchstander's professional greeting upon entering the front door of Coast Guard Station Juneau, Alaska, seems to complement the polished and gleaming floor while the atmosphere of a recently constructed building.

Juneau's winter prevents a majority of outdoor activity on the water and reduces the number of search and rescue cases received. Coast Guard personnel standing duty have to find ways to pass the winter months.

"Well, we don't hibernate when the snow arrives. We continue to train underway and have to meet our semi-annual qualification currency requirements," said BMCS Jeffery Kihlmire, officer in charge at Station Juneau. Kihlmire is a qualified surfman and has served at heavy weather and surf stations for much of his 21-year career.

The contrasting seasonal workload at most stations can be difficult to impress upon newly arriving personnel. The serenity of Southeast Alaskan waterways will become a convergence of seaplanes taking off in close proximity to recreational, fishing and cruise vessels. Similar changes in case numbers happen nationwide, as fishing seasons and weather conditions change cyclically.

Kihlmire explained that arriving personnel spend the first two weeks as break-in watchstanders and must pass an oral board before receiving true watch qualification. They are then able to stand radio watch without supervision.

Next they will start the crewman break-in period of four months guided by the Boat Crew Member Personal Qualification Standard, a Coast Guard standardization manual. When they have completed all the tasks for both the motor life boat and 25-foot response boat they will sit an oral board testing their knowledge of the vessels and skills as crewman. After passing the board they move on to the underway check ride, which is a practical hands-on test of what they have learned.

BM1 Ricky Johanson, Station Juneau's operations officer, explained the conclusion of the process saying, "when those tasks are completed successfully, the

crewman is qualified and ready to do the job. The process is expected to take about six months and crewmembers are left excited and eager to use their new skills." In Juneau a qualified crewmember can expect to spend between 175 and 200 hours underway in one summer.

The crewman who has completed training will begin to feel the effects of being the master of their element. In precarious and strenuous situations, an individual's training will kick in and they will know what to do. The resulting self confidence begins to become apparent.

The indoctrination process of a crewmember is almost identical nationwide and has changed very little over the years. After experiencing real rescues, many crewmembers never want to leave the up-close and personal life saving methods of small boats. Many will proceed towards careers as boatswain mates, and some few will eventually achieve surfman status.

Surfman is the highest qualification achievable as a small boat coxswain and can require four or more years of training, determination and uncommon vessel handling skill. Facing down the storm and going where no one else wants to be in order to help another seems to be a desirable lifestyle for some.

BMCS Scott Lowry, executive officer of the National Motor Lifeboat School (NMLBS), described the appeal of becoming a surfman. "Many of us are originally from the Pacific Northwest. I grew up fishing on the jetties, watching the boats come in and out. My father was a Coast Guard surfman, and my son, BM3 Augusta Metz, is studying to become a surfman. Most of us share a common desire to be the best in our field and to help people."

"The success rate here is high, although a few people find that it is not what they had expected and change their minds. It takes a person willing to dedicate their CG career to living in small towns throughout the Pacific Northwest and dealing with some of the most dreary and frequently severe weather mother-nature can whip up," said Lowry. He describes a surfman as the best of the best — a seasoned person who must make the correct decision, often facing the fury of an

angry ocean with the lives of his or her crew and those being rescued hanging in the balance.

Lowry added that completing the school is not the final step in qualification. The NMLBS teaches team coordination, situational safety evaluation and skills necessary for inclement weather boat handling. Determining if a member is qualified to operate a 47-foot motor life boat in the surf is the responsibility of local unit commands, which also issue the certifying letter of qualification.

Search and rescue is one of the Coast Guard's oldest missions. The United States Life Saving Service merged with The Revenue Cutter Service to become the Coast Guard in 1915, under an act signed by President Woodrow Wilson which combined small boat stations (formerly life saving stations) with the cutter fleet as one federal agency. Prior to the twentieth century, the majority of cases were large, schooner-type freight vessels. Today, station search and rescue cases are predominantly fishing vessels, charter vessels and small recreational boats.

Over the years, the evolution in heavy weather response craft progressed to culminate in the production of the 47-foot motor lifeboat used at most heavy weather and surf stations today. The aluminum-hulled surf boat has sealed compartments with watertight doors, giving the vessel the ability to stay afloat even with one or more flooded areas. Crewmembers wear dry suits, signal kits, life vests and surf belts.

Early heavy weather boats were built with air pockets and buoyant cork in the bow and stern to give them a limited self-righting and bailing ability. Hardened crews combined sails, oars and will power to transit dangerous seas and help the victims of storms, errors of navigation and bad luck.

Old photographs depict the rugged lifesavers wearing rough military uniforms and expressions of unshakable conviction. These were the men who came up with terms like "We have to go out, but we don't all have to come back." Reminiscent of fire fighters, duty crews sprang into action with the sounding of the




▲ **EYES ON THE BOAT** BM2 Erich White (left) and BM1 Robert McCormick observe a vessel simulating distress during a training exercise in the Gastineau Channel off of Juneau, Alaska. McCormick analyzes the situation, coming up with a plan and considering all possible dangers to the vessel and the crew.

search and rescue alarm, just as they do at many stations today.

Although safety and functional improvements have taken huge strides since the early days of the lifesaving stations, the hardcore nature of the crews has in no way been diminished. Tradition and pride still can be seen in every aspect of training, execution of mission and ceremony.

Even today, the look that a Coast Guardsman carries when gazing upon the ocean reveals both defiance and responsibility. It is an indescribable expression, depicting an equally elusive characteristic.

It's these traits that make a lifesaver take action when others hesitate. These traits reflect the courtship of the sailor and the sea. They are a timeless and indefinable truth harbored in an expression of calm confidence and personifying the statement "We are always ready." 





◀ **VICTORY LANE** BMC Jonathan Brown with his No. 6 Coast Guard 1978 Chevy Caprice stock car. The officer-in-charge of Station Cortez in Cortez, Fla., has won two races since he began racing in 2004.

Revved up and ready to roll

Story and photo by PA1 Tasha Tully, PADET St. Petersburg

It's the end of another sweltering, humid day on Florida's West Coast. Cars are crammed into a sandy parking lot with their windows cracked to let the day's heat escape. The glow of floodlights replaces the sun's fierce power as the noises from a dozen roaring engines harass the ears of eager fans making their way to the wooden bleachers. The announcer bellows a rowdy welcome through speakers surrounding the track. It's race day at Desoto Super Speedway in Bradenton, Fla.

Several young fans, all wearing Coast Guard t-shirts, sit in the bottom row of the stands while their mother wedges hearing protection in their ears.

"We come here about once a month," said Beth Wilson of Sarasota, Fla. "My boys get a kick out of watching the stock car races,

and since their uncle is in the Coast Guard, they like cheering on the Coast Guard car."

The No. 6 Coast Guard car is a two-door, 1978 Chevy Caprice, painted to look like a Coast Guard 41-foot utility boat. It is bright white with that familiar racing stripe across its nose, a Coast Guard Auxiliary emblem in the center of its hood, Coast Guard emblems on the sides and a big, black number six on its doors in honor of the driver's favorite professional racer.

"I watched an interview with Mark Martin in the early 1990's and I was impressed with his comments regarding the complex factors that go into racing," explained BMC Jonathan Brown, officer in charge of Coast Guard Station Cortez in Cortez, Fla., and the No. 6 Coast Guard car driver. "After listening to him, I started

paying attention to what was actually taking place, and I became a big fan of racing."

Brown didn't grow up with a fondness for racing. Living near a military base in the small town of Lampasas, Texas, his family was much more interested in hunting, fishing and other outdoor sports.

"I learned more and more about racing when I started following Mark, and it has grown into a thrilling pastime for me," said Brown.

In 2003, Brown transferred from the CGC Mohawk, homeported in Key West, Fla., to Station Cortez, and, coincidentally, bought a house within 15 minutes of the speedway. With his curiosity peaked, Brown went to the track and asked a car owner "how someone who doesn't know much about racing goes about getting on a team?" That person introduced him to Gus

Coorssen, and they have been working together ever since.

"Gus is a three-time champ at the track, and it didn't take much for him to talk me into getting the car," said Brown.

In 2004, Brown bought his car from Gus. He only had to straighten the fenders, replace some safety equipment, tune up the engine and give it a new paint job. Since then, he and Gus have replaced the frame and body, replaced four axles, two rear ends and rebuilt two engines.

"I'm not sure of the exact dollar amount that it has cost. If I kept close track of it, it wouldn't be as much fun and my wife would kill me," Brown said with a grin.

Brown races nearly every Saturday night from mid-February to the end of November. He won his first race at Desoto in 2005 and another in 2006.


"I don't know exactly how fast I'm going, but I've only been fast enough twice," jokes Brown.

"There are no speedometers and everything is judged by lap times. The track is three-eighths of a mile on the inside groove and our class runs an average of 18.25 seconds per lap. That's about a 75 mph average speed."

Brown's wife Olga, along with their children George, Daniel, Stephanie and Samantha, their grandson Brenden and many friends from the Bradenton area, continue to encourage his efforts to improve his speed and standings during this season's races.

Although Brown doesn't get to spend as much time as he'd like at the track, he has noticed many similarities between this hobby and his day-to-day job of being in charge of a small boat station.

"Both require teamwork and dedication to achieve goals, both must be performed with limited funding and resources and both have very high maintenance standards that must be upheld," Brown emphasizes.

Whether he's maintaining a 41-foot Coast Guard boat or a 17-foot Chevy Caprice, Brown states that, "good enough is not enough, and we must continually try to improve on what we have. In fact, there are so many black tire marks along the car's body I'm thinking about turning her into a buoy tender." 

Alameda spouse receives Volunteer Service Award



Photo by Eric Draper, White House

▲ **EAST ROOM RECOGNITION** President George Bush shakes hands with Michele Langford, a recipient of the President's Volunteer Service Award, in the East Room of the White House during a celebration of Military Spouse Day May 10.

Coast Guard spouse Michele Langford received the President's Volunteer Service Award May 10 during a ceremony held in the East Room of the White House. Langford was one of six military spouses chosen to receive the award from President George W. Bush.

"You cannot be a nation with a volunteer Army unless you honor the military families, and that's what we're doing today," said Bush during the Military Spouse Day ceremony, which is held the Friday before Mother's day each year to acknowledge the impact military spouses have on the readiness and well-being of service members and to honor their volunteer service.

Langford resides in Alameda, Calif., with her husband, Lt. Ken Langford, and two children. She serves as president of the Coast Guard East Bay Spouses Association, which helps new military spouses acclimate to the local area and provides them with networking opportunities. She also works with the Layette Fund, an outreach service for new parents that provides clothing and nursery items to junior enlisted families in the local area, is a brownie troop leader for the Girl Scouts, and serves as a member of the parent's advisory committee at the Coast Guard Island Child Development Center. When not volunteering, she's a full time flight attendant.

"I'm a very humble person," said Langford. "I don't usually like to be highlighted for volunteering, but it (the trip to Washington, D.C.) was a fun experience and I enjoyed myself."

"The support Coast Guard spouses give service men and women is also a service to our nation," said Adm. Thad Allen, Coast Guard commandant. "I salute all our spouses for their important role in keeping our forces ready and responsive to the needs of our nation."



Double-duty boatswain notches daring bridge rescue

Story and photo by PA1 Larry Chambers, 5th Dist.

The area around Coast Guard Station Emerald Isle, N.C., is defined by the water. The network of small towns threaded together by rivers and waterways are some of the earliest colonial settlements in the New World. Heroes famous and unsung have been made here for centuries – heroes like BM2 Nathan Jones. Jones, 26, was born in New Bern, N.C., and has been serving the community since he signed on as a junior firefighter at the age of 16. When he was 17 years old, he enlisted in the Coast Guard. “I just liked helping people,” he said when asked why he joined.

Upon completing basic

training, he returned, first at Station Hobucken, N.C., then at Station Emerald Isle. He’s been volunteering with the No. 7 Township Fire-Rescue Station 21 throughout his Coast Guard career.

It was a quiet morning for Jones on Dec. 22, 2006. He was on leave working with his father-in-law painting walls in a new-construction house when his fire department pager went off.

“I kinda look forward to the pager going off,” he said. “It’s why I joined in the first place.” He was directed straight to the scene of the incident instead of to the firehouse to suit up. A woman had jumped off New Bern’s high-rise Neuse River Bridge, about an 80-foot drop to the water. Miraculously, she was still alive.

Responders had already thrown her a heaving line when Jones arrived on scene, but she was too weak to hold on and hypothermia was beginning to set in as she struggled to keep her head above water. The on-scene coordinator knew someone had to go in after her. Jones, who had rescue swimming training from the Coast Guard, volunteered to go.

“There were four or five other guys who volunteered to go in, I

just had the best training for this,” Jones said.

Wearing only jeans and a T-shirt, Jones strapped on rappelling gear and was lowered to the frigid river below. Once in the water, he detached from the line and swam the 100 yards to where the woman was floundering. He gave her a flotation device and then pulled her back to the bridge against the current. He spent about 20 minutes in the water.

After reaching the bridge, a New Bern City fire boat arrived and pulled Jones and the woman from the water. The woman was taken to emergency medical workers standing by, where they began treating her for hypothermia. She was taken to a local hospital to receive further treatment.

“The fact that he risked his own safety to save another does not surprise me,” said BMCS Scott Hooley, officer-in-charge of Station Emerald Isle. “I am proud of his selfless action. The training he has received from his service in the Coast Guard undoubtedly assisted him with this rescue, but his actions off duty on this day reflect his true character.”

With people calling him a hero, Jones remains modest about the rescue. “Everybody worked together to rescue her,” Jones said.

“I couldn’t be prouder of this young man,” said Capt. Dean Lee, Sector North Carolina’s commander. “This is one of those rare individuals who does not leave his search and rescue mentality at the threshold. He was willing to do what it took to save a life on or off duty.”

◀ **HOMEGROWN HERO** Last December, New Bern, N.C., native BM2 Nathan Jones rappelled 80 feet from the span of New Bern’s Neuse River bridge to the frigid waters below to rescue a woman who jumped off the bridge. Jones, who spends his off-duty time volunteering at the No. 7 Township Fire and Rescue Station 21, responded to the fire department call and used his Coast Guard rescue swimmer skills to pull the woman to safety. Jones has been nominated for the Coast Guard’s Silver Lifesaving award for his selfless action.



Photo by PA1 Larry Chambers, 5th Dist.

TAKING THE PLUNGE MK2 Chuck Anderson, from Sector Field Office Cape Hatteras, N.C., re-enlists for six years while swimming with the sharks at the North Carolina Aquarium on Roanoke Island, N.C., April 6. As tourists looked on, Anderson, 24, took an oath of enlistment by his commanding officer, Lt. Dave Obermeier in the aquarium’s 285,000-gallon Graveyard of the Atlantic tank. Anderson volunteers as a diver at the aquarium when he is off duty.

CGC Oak rescuers garner commendations for pulling couple from burning wreckage

Eight Coast Guardsmen assigned to the CGC Oak received four Commendation Medals, one Achievement Medal and three Letters of Commendation for their daring rescue of a couple from a burning vehicle following a fatal accident on Interstate 95 near Manning, S.C., Aug. 20, 2006.

In a ceremony held at Sector Miami April 23, Rear Adm. David Kunkel, Seventh District commander, presented awards to BMC Bruce Swain, HS1 Gerrit Slade, EM1 Miguel Ortiz, MK2 Arthur Urann, BM3 Theodore Aniskoff, EM3 Schmid Joseph, BM3 Mathew Bearekman and SN Steven Lyons.

“Petty Officer Slade and the seven other crewmembers from the Oak are an excellent example of the courage and moral fiber our Coast Guardsmen are made of,” said Kunkel. The crewmembers had just started traveling to the

Coast Guard Yard in Baltimore, for the ship’s haul-out period when a Ford Mustang careened across the median and collided with a Dodge Caravan that was traveling in front of them. The Mustang exploded upon impact and engulfed the front of the Caravan.

“I looked up and saw a ball of fire whizzing in front of the government vehicle,” said Slade. Slade dialed 911 and then approached the burning Caravan.

All four doors had been sealed shut by the impact of the accident. Three of Slade’s shipmates broke several of the van’s windows before the doors could be pried open far enough to pull the couple out.

“I found a headrest in the grass off to the side of the road from one of the vehicles and someone grabbed it from me to break the glass,” said Aniskoff.

Once out of the vehicle, Slade assessed the medical condition of

both victims finding the woman with no pulse and not breathing. Slade and a nurse on the scene quickly began cardiopulmonary resuscitation and successfully resuscitated the woman.

When the ambulance and emergency services arrived, Slade continued to assist with rescue efforts, monitoring the woman’s vital signs and taking over CPR when necessary. Slade served as a critical part of the EMT team and did not leave the woman’s side until she was airlifted from the accident site.

“At first I didn’t want anything to do with recognition or awards, but I now appreciate the honor,” said Slade. “I hope this serves as an example to other Coasties that we are ‘Always Ready’ and to also remember how fast things can go wrong.”

Story by PA1 Jennifer Johnson, 7th Dist.



Photo by PA2 Shawn Eggert, 13th Dist.

▲ **HONORABLE MENTORS** Medal of Honor recipient Bruce Crandall, made famous by his portrayal in the movie “We Were Soldiers,” talks with crewmembers aboard the CGC Mellon in Seattle April 4. Crandall and fellow Medal of Honor recipient Tommy Norris shared their war experiences and thoughts on leadership with the crew. They also visited Sector Seattle and made a trip to Integrated Support Command Seattle’s museum where they viewed an exhibit on the Coast Guard’s only Medal of Honor recipient, Douglas Munro. While there, the two Vietnam War heroes met with members of the Chief Petty Officers Association and Adm. Richard Houck, the 13th District commander.



Four decades of dedication to teaching SAR



USCG Photos courtesy National SAR School

▲ **THEN** The National Search and Rescue School was established in 1966 in an abandoned barracks on Governor's Island in N.Y. Four Coast Guardsmen and two Air Force members staffed the school to serve the needs of both services, a practice that continues today.

◀ **NOW** In 1989, the National SAR School relocated to training center Yorktown, Va. More than 29,000 students from nearly 150 nations have been through the school in the last 40 years.

In 1831, the Secretary of the Treasury directed the revenue cutter Gallatin to cruise the East Coast in search of persons in distress. This was the first time a government agency was tasked specifically to "search" for those who might be in danger. The cornerstone of the Coast Guard's mission is and has always been search and rescue - saving lives.

SAR changed on Oct. 10, 1966, when the Coast Guard and Air Force joined forces and successfully opened the doors to the National SAR School. SAR experts from both the Coast Guard and Air Force Aerospace Rescue and Recovery Service had been aware of an increasing need to establish a school devoted to training professionals to conduct search and rescue at sea and on land.

"The goal of the National SAR School is to train the finest search and rescue professionals in the world," said Cmdr. Ron LaBrec, chief of the National SAR School. Since its inception, the school's mission has been:

"To promote standardization and professionalism within the search and rescue community by providing comprehensive SAR training to selected Coast Guard, Air Force and other personnel."

The school started with a meager \$15,000, a vacant WWII Army barracks and six highly experienced Coast Guard and Air Force members. Since the first class of graduates 40 years ago, more than 29,000 have joined the ranks of trained SAR professionals including more than 2,000 international students from 148 nations.

For the first decade, SAR "tools of the trade"

included the "manual solution method." Worksheets, maneuvering boards, dividers and triangles were used to manually calculate datum (the most probable location of a search object corrected for drift at sea) and the search area. In the last decade, sophisticated computer modeling and planning tools have replaced these manual methods.

During that time, training tools have evolved from slide projectors and reel-to-reel training films to DVD videos, computerized presentations and hands-on role-playing scenarios.

Over the years, changes weren't just on the inside the school house. In 1966, the school's single classroom home was an abandoned Army barracks on Governor's Island, N.Y. In 1989, the school relocated to the Coast Guard Training Center in Yorktown, Va. In 1995, the school moved from Hamilton Hall to its present day location in Canfield Hall. This move was necessary to accommodate a much-needed modern training facility that included, for the first time, computerized SAR programs.

To help ensure that the Coast Guard SAR community is aligned with Coast Guard Commandant SAR policy, the National SAR School's Command Center Standardization Team was created in 2001. The CCST provides quality field training while ensuring sector and district command centers are within compliance.

"Simply put, we produce lifesavers," said LaBrec. My desire is at the end of their stay, students leave with the skills, confidence and commitment they need to do the best job possible for the American people."

Story by Lt. j.g. Todd Hartfiel and Chris White,
National SAR School

Coast Guard Foundation fund provides valuable equipment

The Coast Guard Foundation, Inc., is a non-profit organization that serves the men and women of the U.S. Coast Guard and its Academy.

One source of funding from the Foundation is the Evergreen Fund. Health, wellness and recreation projects not funded in the Coast Guard's budget are addressed through this fund, which reaches all nine of the Coast Guard's national districts.

In the past five years, the Evergreen Fund has provided more than \$2.3 million worth of equipment to Coast Guard learning centers, morale facilities, stations and ships.

The fund has impacted more than 250 Coast Guard units. In addition, every enlisted Coast

Guardsman received a 20-minute calling card so they could call loved ones during the holidays.

The Evergreen Fund provided \$325,000 in 2002; \$500,000 in 2003; \$600,000 in 2004; \$315,000 in 2005; and \$600,000 in 2006.

Since 1986, when the organization changed its focus from the needs of the Academy to the needs of the entire Coast Guard family, the Foundation has provided scholarships to children of enlisted personnel, awarded educational grants to Coast Guardsmen pursuing college degrees and distributed funding among all nine Coast Guard districts, overseas units and the Academy.

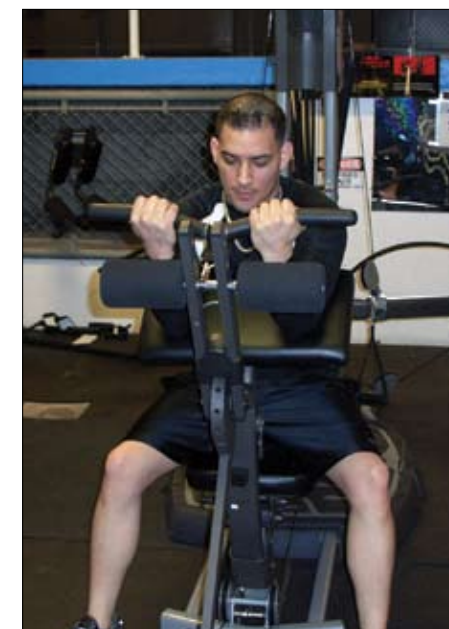


Photo courtesy of Coast Guard Foundation

▲ **LOTS OF FUND** A Coast Guardsman makes good use of fitness equipment provided through the Evergreen Fund.

In 2006, the Coast Guard's Evergreen Fund distributed \$600,000 to purchase morale and recreational equipment for hundreds of bases and cutters throughout the service. Below are some examples of what the money provided.

1st Dist: \$23,000 – fitness equipment, a desktop computer, bicycles, CLEP study guides and leadership books

5th Dist: \$18,000 – LCD TV, fitness equipment, E-learning system

7th Dist: \$27,000 – weights, fitness equipment, laptop computer

8th Dist: \$25,500 – bicycles, new volleyball court, new computer, workout gear, fishing gear, fitness equipment, surround sound system

9th Dist: \$20,000 – computer software, textbook library, playground equipment

11th Dist: \$14,000 – fitness machines, workout gear and a new power sled

13th Dist: \$17,000 – new gym flooring, distance learning centers, fitness equipment



14th Dist: \$10,000 – distance learning centers, kayak, photography equipment and snorkeling gear

17th Dist: \$22,000 – E-learning centers, new furniture, gym flooring, boat engine, fitness equipment

LANTAREA: \$44,000 – E-learning centers, fitness equipment, fishing and camping gear and educational guides

PACAREA: \$28,000 – fitness equipment and educational materials

MLCLANT: \$14,000 – computer software, educational materials, new books, technical library, heart-rate monitors

MLCPAC: \$12,500 – CLEP DVDs, computer software and fitness equipment

Headquarters: \$25,000 – fitness equipment and bicycles



Master chiefs become first CG intelligence specialists

The Coast Guard launched the service’s new intelligence specialist rate April 23 with a “plank owner” ceremony at Coast Guard Headquarters. Coast Guard Commandant Adm. Thad Allen and James Sloan, assistant commandant for Intelligence and Criminal Investigations, presided over the ceremony where IS rating force manager ISCM David Rochefort and fellow master chiefs Brian Lincoln and Mark Pearson became the first Coast Guard intelligence specialists.

Allen praised the men and women working in Coast Guard intelligence for their “willingness, capacity and competency,” saying that the creation of this new rating will greatly benefit the service’s intelligence work.

When staffed, the nearly 400 active duty and reserve enlisted and warrant officers will be tasked to collect, process, analyze and disseminate intelligence in support of Coast Guard operational missions.

Presently, applications to lateral to the IS rating and warrant officer specialty are being accepted by Coast Guard Personnel Command. Lateral panels will convene this summer and those chosen will formally transition to their new rate on Jan. 1, 2008.

The lateral application process is detailed in ALCOAST 078/07. Additional information can be found on Coast Guard Central. From the CGCentral home page, go to “Strategic Initiatives,” then “Future Force,” then “Intelligence Specialist Enlisted rating and CWO Intelligence Systems Specialist.”

Story provided by Lt. j.g. Marie Barry, CG-2, Office of Intelligence and Criminal Investigations



Photo by PA1 Tasha Tully, PADET St. Petersburg

▲ **CENTCOM CONFAB** Navy Vice Adm. David Nichols, deputy commander of U.S Central Command, provides Coast Guard Vice Adm. D. Brian Peterman, Atlantic Area commander, an operational update on the Coast Guard’s involvement in maritime security operations in the Persian Gulf during Peterman’s visit to CENTCOM Jan. 4. “The Coast Guard is heavily involved with maritime security operations in the Persian Gulf and we appreciate their support,” said Nichols. Headquartered at MacDill Air Force Base in Tampa, Fla., CENTCOM is comprised of members from all five branches of the U.S. Armed Forces and is responsible for operations in 27 nations including Iraq, Iran and Afghanistan. Currently, there are more than 300 Coast Guard members serving in-theater aboard seven Coast Guard cutters.

CGC Juniper: ATON Excellence

Since its commissioning 11 years ago, the CGC Juniper has developed a truly multi-mission readiness across a wide spectrum of Coast Guard missions. From Aids-to-navigation and law enforcement to ice-breaking and search and rescue, the seven officer and 37 enlisted crew of the Newport, R.I.-based buoy tender execute their missions with efficiency and precision.

The 225-foot Juniper is responsible for more than 200 buoys from Sandy Hook, N.J., to Cape Cod, Mass., and many of the ATON trips take the Juniper to waterways such as the New York City approaches, Long Island Sound, Vineyard Sound, Buzzard’s Bay and Nantucket. Every quarter, the Juniper’s fully-capable boarding teams conduct law enforcement boardings during living marine resources patrols, which enforce fishing regulations in the economically and ecologically sensitive southern New England fishing grounds.

Successful operations are due in part to the ships advanced navigation, maneuvering and

sensory equipment. The machinery plan control and monitoring system collects data from hundreds of sensors throughout the ship to create an accurate overview of the status of all the ship’s systems. The Juniper’s bow and stern thrusters, engines and DGPS receivers are linked together through the dynamic positioning system, allowing the ship to automatically hold a particular heading, course, or even position, minimizing the risk posed to deck forces while they bring 18,000-pound buoys onto the deck.

When not on duty, crewmembers enjoy Juniper’s homeport or one of a number of liberty ports including Boston, Manhattan, Nantucket, Martha’s Vineyard or Washington, D.C. Newport itself is one of the liveliest and most beautiful communities in Rhode Island. Sailing and other watersports are popular in the summer, and Newport is close to many of the skiing and snowboarding resorts in New England.

For more, visit the Juniper’s Web site at <http://www.uscg.mil/d1/units/cgcjuniper/index.html>.

Housing: Average rent in Newport for a two bedroom apartment is \$1,000. The communities of Middleton and Portsmouth offer more affordable alternatives, and government housing is available.

Weather: Summers see temperatures in the mid 70s, while Winter temperatures dip into the 30s.

Facilities: The Naval Education and Training Center Newport provides a host of services to Juniper crewmembers. The base has an exchange, commissary and a very active Morale Welfare and Recreation office.

Education: Nearby colleges include the University of Rhode Island, Roger Williams University, Salve Regina and Community College of Rhode Island.

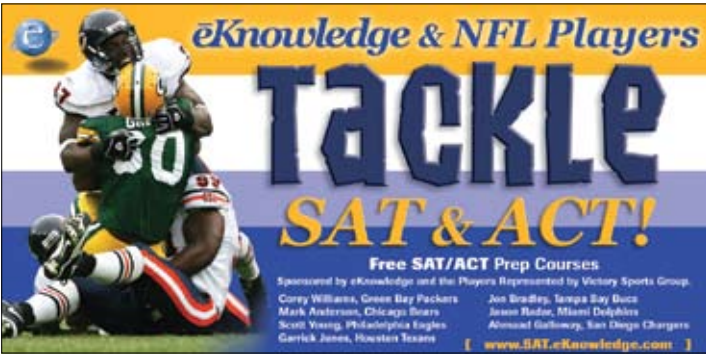
▼ **REFLECTIVE PRESENCE** The CGC Juniper transits the Potomac River near Alexandria, Va., at sunrise Feb. 21. The 225-foot buoy tender is homeported in Newport, R.I.



Coast Guard SUDOKU

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Fill in the blank spaces in the grid so that every vertical column, every horizontal row and every 3 x 3 box contains the letters C-O-A-S-T-G-U-R-D, without repeating any. The solved puzzle can be found in the online version of Coast Guard Magazine at www.uscg.mil/magazine.



eKnowledge Corporation and a group of NFL football players extend multi-million dollar sponsorship of SAT/ACT test prep programs to all members of the military and their families.

To order the prep programs, visit <http://www.militaryhomefront.dod.mil> to verify your military status. The Web site will then forward you to the eKnowledge/NFL sponsorship page where you can request the programs.

Last year the program shipped more than 48,000 CDs and DVDs, totaling \$6.9 million, worldwide. eKnowledge has pledged to donate up to \$10 million in free SAT/ACT programs through the end of this year.

“We owe our military service members and their families a heartfelt ‘thank you’ for their sacrifice and honorable service to our country,” said eKnowledge CEO Charlie Beall.

Investing for technology success

C4&IT releases enterprise architecture, ensures technology investments meet needs of mission execution

Information is critical to every Coast Guard job, and it's up to the team at Command, Control, Communications, Computers and Information Technology (C4&IT) to provide "cradle-to-grave" information systems and technologies that are matched to the agency's mission and business needs and goals. On May 15, C4&IT took another step toward that goal with the first release of a new enterprise architecture (version 1.0).

What is EA?

EA is a discipline that brings together key business and technical information across the organization to support better decision-making. EA knowledge helps users align their technologies to support the Coast Guard mission, pursue information sharing and accessibility, build interoperable applications, comply with technology standards, develop performance measures and make

their systems secure. "Enterprise Architecture is essential to successfully align C4&IT investments with mission execution," said Adm. Ronald Hewitt, former assistant commandant for C4&IT. "EA ensures that each C4&IT investment is tied to mission and business needs and not done just for technology's sake. EA also ensures that all the various C4&IT projects being developed will work together when they are deployed."

EA is a significant portion of Commandant Intent Action Order (CIAO) No. 10, which entrusts C4&IT to better serve the needs of all internal and external customers through complete delivery of e-Coast Guard.

EA can be used by anyone who is working on a project with C4&IT; looking to acquire C4&IT resources, such as software or hardware; or seeking to align their initiatives with the Coast Guard's C4&IT strategy and standards.

How to use it

EA information is easily accessible through the EA Web site on CGCentral. (Click on "Resources" then "Enterprise Architecture" on the left menu bar.) The EA Web site provides a robust knowledge center where a user can navigate through the six "perspectives" of the

EA: performance, business, information, services, technology, and security (see information box below).

Once there, users can locate information about planned services for performing reviews of requests for new technologies. There is a simple five-step process for going through these reviews, and the necessary submission forms and instructions are provided. The findings and recommendations from these reviews are provided to the C4&IT Investment Review Board, which determines project approval and funding.

What's next?

In this first release of the EA, C4&IT developed a governance process for new C4&IT requests as well as an initial set of information products that show some of the relationships between technology investments and mission performance. As they move forward, C4&IT will continue to bring new information into the EA knowledge center and to share that information throughout the agency, creating an environment of transparency and improved decision-making.

Story by Andrew Blumenthal, director, Office of Enterprise Architecture and C4&IT Planning



Six EA Perspectives

- **Performance:** The measurement of strategic and business outcomes. (Coast Guard Budget-in-Brief and Performance Report)
- **Business:** The functions and activities that the Coast Guard performs. (Ports, Waterways, and Coastal Security)
- **Information:** The information needed to perform CG mission and business activities. (Vessels, cargo, parties, patrols, rescues, boardings, investigations)
- **Services:** The applications and capabilities that support CG information requirements. (MISLE)
- **Technology:** The underlying technology that supports service delivery. (Coast Guard Data Network)
- **Security:** The assurance of confidentiality, integrity, availability and privacy. (MISLE certification and accreditation)



STRENGTH

When we are strong, we are always much greater than the things that happen to us. — Thomas Merton

PROTECTING THE PAST

A Coast Guard Maritime Safety and Security Team from New Orleans provides security for the Jamestown Settlement ships Susan Constant, Godspeed and Discovery, in Jamestown, Va., May 11. The three ships are replicas of the original ships that brought the first English colonists to Virginia in 1607. This year marks the 400th anniversary of the Jamestown settlement.

Photo by PA2 Christopher Evanson, 5th Dist.

